

CITY OF VANCOUVERREGULAR COUNCIL MEETING

A regular meeting of the Council of the City of Vancouver was held on Tuesday, October 16, 1979, in the Council Chamber commencing at approximately 2:00 p.m.

PRESENT: Mayor Volrich  
Aldermen Bellamy, Boyce, Ford,  
Gerard, Harcourt, Kennedy,  
Little, Marzari, Puil  
and Rankin

CLERK TO THE COUNCIL: R. Henry

PRAYER

The proceedings in the Council Chamber were opened with prayer, offered by the Civic Chaplain, Major H. Tilley, of the Salvation Army.

ACKNOWLEDGEMENT

The Mayor acknowledged the presence in the Council Chamber of students from Musqueam Reserve, attached to Vancouver Community College, who are participating in the Basic Job Training Program, under the direction of their instructor, Laverne Edwards.

'IN CAMERA' MEETING

The Council was advised there were matters to be considered 'In Camera' later this day.

ADOPTION OF MINUTES

MOVED by Ald. Bellamy,  
SECONDED by Ald. Puil,

THAT the minutes of the Regular Council Meeting of October 2, 1979, (with the exception of the 'In Camera' portion) be adopted.

- CARRIED UNANIMOUSLY

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Council recessed to reconvene at  
2:10 p.m. following a Public  
Hearing.

\* \* \* \* \*

COMMITTEE OF THE WHOLE

MOVED by Ald. Harcourt,  
SECONDED by Ald. Gerard,

THAT this Council resolve itself into Committee of the Whole,  
Mayor Volrich in the Chair.

- CARRIED UNANIMOUSLY

DELEGATIONS1. Provincial Homeowner Grants to  
99-Year Leaseholders

Vancouver City Council on Tuesday, October 2, 1979, received for information a City Manager's report dated September 18, 1979 on Provincial Homeowner Grants to 99-Year Leaseholders. At the same meeting Council agreed to hear representation from Mrs. E. Simpson on behalf of 99-year leaseholders. Council noted the report of the City Manager advised that the Provincial Government has indicated it is not prepared to amend the Homeowner Grants Act to include 99-year leaseholders. Therefore, any 99-year leaseholder registering a lease or assignment of lease in the Land Registry Office after December 31, 1977 is not entitled to a grant.

The Mayor suggested that Council may wish to consider supporting the position of 99-year leaseholders and requesting the Provincial Government to give further consideration to amending the Homeowner Grants Act to include these people.

MOVED by Ald. Puil,

THAT Council support the position of 99-year leaseholders that they be included under the Homeowner Grants Act and therefore be eligible for Provincial Homeowner Grants, and their request to this effect be transmitted to the Provincial Government.

- CARRIED UNANIMOUSLY

Mrs. Simpson thanked the Council for its support.

2. Proposed Rezoning - North Side  
2500 block Franklin Street

Council had before it a report of the City Manager dated October 9, 1979, on the application of Mr. J. Funaro to rezone property on the north side of 2500 block Franklin Street (Lots 17 to 32 of Lot 38, THSL, Plan 379) from RS-1 One-Family Dwelling District to C-2 Commercial District to construct a supermarket/office complex.

In the report the Director of Planning recommended that the application be not approved and the City Manager concurred.

Mrs. Funaro addressed Council on behalf of the applicant and put forward the history of the applicant's attempts to construct a supermarket/office complex in the Hastings Street area. She put forward reasons why the application should be sent to a public hearing. Mrs. Funaro also answered questions from Council related to the application.

Mr. Valente, a resident of the area, indicated that the petition opposing the proposed development as circulated to Council is still in effect.

MOVED by Ald. Kennedy,

THAT the Director of Planning be instructed to refer direct to a public hearing the application of Mr. Funaro to construct a supermarket/office complex on the north side of the 2500 block Franklin Street under a CD-1 zoning and based on the proposal submitted to the Planning Department with his rezoning application.

- CARRIED

(Alderman Rankin opposed)

COMMUNICATIONS OR PETITIONS1. Light Rail Transit

In a letter dated September 19, 1979, Ms. C. Walker, Chairman, Citizens for Rapid Transit, submitted a resolution on light rail transit and requested that Council adopt this resolution.

MOVED by Ald. Rankin,

THAT consideration of the request by the Citizens for Rapid Transit be deferred to later this day when the City Manager's report on Transit Cost-Sharing and Organization Proposal is before Council.

- CARRIED UNANIMOUSLY

2. The British Columbia Corps  
of Commissionaires - Grant Request

Council noted a request dated September 26, 1979 from the B.C. Corps of Commissionaires that Council contribute towards the cost of a function at its upcoming Annual Meeting and Convention to be held in Vancouver, June 1980.

MOVED by Ald. Puil,

THAT the communication from the B.C. Corps of Commissionaires dated September 26, 1979, be received and no further action be taken.

- CARRIED UNANIMOUSLY

3. Canadian Hadassah - WIZO  
- Grant Request

The Public Relations Representative of the Canadian Hadassah WIZO Organization advised that the Organization will be holding its Biennial Convention in Vancouver from the 13th-16th January, 1980. The Organization was requesting a grant from the City of Vancouver in the amount of \$300 to co-host the opening dinner of the Convention.

MOVED by Ald. Puil,

THAT the letter from Hadassah-WIZO Organization of Canada dated August 17, 1979, be received and no further action be taken.

- CARRIED UNANIMOUSLY

4. Application for amendment  
to Sign By-law

In a letter dated October 3, 1979, Mr. D.A. Smail, President, South Wind, requested an opportunity to address Council on the matter of permitting blimps to be flown in Vancouver. It was noted that the City Clerk had requested the Director of Planning to report to Council on this matter.

MOVED by Ald. Kennedy,

THAT the delegation request be approved and it be heard when the report of the Director of Planning is before Council.

- CARRIED UNANIMOUSLY

cont'd.....

COMMUNICATIONS OR PETITIONS (Cont'd)5. 1981 Jeux Canada Summer Games - Grant Request

The Mayor of the City of Thunder Bay in a letter dated October 9, 1979, invited Council to pledge a donation towards the 1981 Jeux Canada Summer Games which will be held in Thunder Bay in 1981.

MOVED by Ald. Puil,

THAT the letter from the City of Thunder Bay dated October 9, 1979 be received and no action be taken.

- CARRIED UNANIMOUSLY

6. Civic Community Services Grant Guidelines

Council had before it a letter dated October 5, 1979 from Mr. B. Eriksen, D.E.R.A., on the Civic Community Services Grant Guidelines for 1980.

MOVED by Ald. Rankin,

THAT the letter from D.E.R.A. dated October 5, 1979 be referred to the Community Services Committee for consideration.

- CARRIED UNANIMOUSLY

7. Centennial Commission

In a memo dated October 11, 1979 the Mayor suggested that Council commence now with the planning of events for Vancouver's 1986 Centennial. His memorandum concluded with the following recommendations:

1. Appointment of a Centennial Commission, consisting of 10 persons as follows:

The Mayor and 2 other members of Council  
7 others to be appointed by Council (The  
Provincial Government would be requested to  
appoint a liaison person).

2. The Mayor and another person to be Co-Chairman for the time being;
3. The terms of reference and authority of the Commission to be covered by an appropriate by-law;
4. The Commission to have the authority to appoint sub-committees to deal with the various areas of interest and activity outlined in this report and to recommend whatever changes they may consider advisable.

MOVED by Ald. Little,

THAT the above recommendations of the Mayor relative to establishment of a 1986 Centennial Commission be approved.

- CARRIED UNANIMOUSLY

cont'd.....

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COMMUNICATIONS OR PETITIONS (Cont'd)

8. Designation of Stanley  
Park Pavilion

Council noted the following letter dated October 12, 1979 from the Vancouver Heritage Advisory Committee:

"At its meeting on April 23, 1979, Council's Heritage Advisory Committee concluded the Stanley Park Pavilion meets the Committee's criteria for heritage designation, and it was agreed to seek such designation subject to negotiations with the owner and a meeting with the Park Board to discuss the designation.

The Park Board on June 25, 1979, approved the following recommendation regarding the building: "that the Stanley Park Pavilion be designated as a heritage structure, as proposed by the Heritage Advisory Committee on April 23, 1979, providing for preservation of the exterior facades of the structure".

The Heritage Committee on September 10, 1979, agreed to put the building forward for designation following receipt of a letter from the Park Board stating compensation would not be required.

On September 28, 1979, the Superintendent of Parks and Recreation wrote the Chairman of the Heritage Advisory Committee that the Board will not seek compensation from the City because of designation.

Therefore, the Heritage Advisory Committee RECOMMENDS that the Stanley Park Pavilion be designated by Council as a heritage building and the Director of Legal Services be requested to prepare the necessary amendment to the Heritage By-law."

MOVED by Ald. Harcourt,

THAT the recommendation of the Vancouver Heritage Advisory Committee be approved.

FURTHER THAT the Stanley Park Pavilion be designated as a heritage building and the Director of Legal Services be instructed to prepare the necessary amending by-law.

- CARRIED UNANIMOUSLY  
AND BY THE  
REQUIRED MAJORITY

9. Orpheum Lobby Extension  
Users' Committee

Alderman M. Ford, Chairman of the Special Council Committee on the Disabled, in a memorandum dated October 16, 1979 advised Council of the following resolution of the Special Committee:

"That Commissioner D. Mowat be appointed to the Orpheum Lobby Extension Users' Committee as a representative of the Council Committee on the Disabled."

MOVED by Ald. Ford,

THAT the above resolution of the Special Council Committee on the Disabled be approved.

- CARRIED UNANIMOUSLY

cont'd.....

COMMUNICATIONS OR PETITIONS (Cont'd)

10. Kats Rugby/Football Club  
Proposal - Camosun Park

Council noted the following letter from the Chairman of the Park Board dated October 16, 1979:

"The following is an excerpt from the minutes of the last meeting of the Board held on Monday, October 15, 1979:

..."KATS RUGBY/FOOTBALL CLUB PROPOSAL - CAMOSUN PARK

Board members received copies of a report dated October 11, 1979, prepared by the Planning & Development Division, outlining the proposed clubhouse development to be built at the western edge of Camosun Park.

Considerable discussion ensued as to the responsibility for activities, design of clubhouse, and length of term of the lease.

It was regularly moved and seconded

RESOLVED: That the Park Board request City Council to endorse the proposal by the Kats Rugby/Football Club to develop a clubhouse structure on Camosun Park, subject to terms and conditions consistent with Park Board leases with athletic organizations and building design appropriate for parkland.

- Carried."

MOVED by Ald. Boyce,

THAT the above resolution of the Park Board be approved.

- CARRIED UNANIMOUSLY

11. Harbour Park Development

Council had for consideration a letter dated October 16, 1979 in which the Chairman of the Park Board advised that the Board, at its meeting on October 15, 1979, resolved to express to Council its support for the development of the Harbour Park site within the Interim Meadow Concept Plan and to request the Park Board staff to proceed with design and cost estimating of the landscape component of the project in consultation with appropriate civic departments.

Council noted a comment from the Clerk advising that on August 28, 1979 Council had deferred certain recommendations relative to the Harbour Park development pending further discussions with the Park Board. It was suggested that in view of the resolution of the Park Board at its meeting of October 15, 1979, Council might wish to consider approving the deferred recommendations.

MOVED by Ald. Harcourt,

THAT consideration of the whole matter of Harbour Park development be deferred for one month.

- CARRIED UNANIMOUSLY

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CITY MANAGER'S REPORTS

A. MANAGER'S GENERAL REPORT  
OCTOBER 12, 1979

Works & Utility Matters  
(October 12, 1979)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Tender No. 57-79-13 - Supply and Delivery of Reinforced and Non-Reinforced Concrete Pipe and Reinforced Concrete Manhole Sections and Tops
- Cl. 2: Tender 39-79-7 - Trucks

Clauses 1 and 2

MOVED by Ald. Gerard,

THAT the recommendations of the City Manager, as contained in clauses 1 and 2 of this report, be approved.

- CARRIED UNANIMOUSLY

Building & Planning Matters  
(October 12, 1979)

The Council considered this report which contains six clauses identified as follows:

- Cl. 1: Proposed Text Amendment to CD-1 By-law No. 4861 S.W. Corner Kingsway and Nanaimo Street
- Cl. 2: 3543 Point Grey Road - D.P.A. No. 84725
- Cl. 3: Grandview-Woodland N.I.P. - Sidewalk Installation Subsidy
- Cl. 4: Proposed Amendment to Table 12.1 (formerly Schedule B) of Section 12, Zoning & Development By-law No. 3575
- Cl. 5: Riley Park N.I.P. Appropriation of Funds: Changes to Brock Annex School to Accommodate a Daycare Facility
- Cl. 6: 6850 Carnarvon Street - D.P.A. No. 85224

Proposed Text Amendment to CD-1  
By-law No. 4861 S.W. Corner  
Kingsway and Nanaimo Street  
(Clause 1)

MOVED by Ald. Gerard,

THAT the recommendation of the City Manager, as contained in this clause be approved.

- CARRIED UNANIMOUSLY

Cont'd . . .

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CITY MANAGER'S REPORTS (Cont'd)

Building & Planning Matters  
(October 12, 1979) (Cont'd)

3543 Point Grey Road -  
D.P.A. No. 84725  
(Clause 2)

When considering this clause of the Manager's Report Council noted a request from Mr. Jonathan B. Baker, Solicitor for Mrs. Ruth Buzzard, owner of the property at 3539-41 Point Grey Road, for deferral of this item to permit Mrs. Buzzard to address Council in opposition to the proposed development.

MOVED by Ald. Little,

THAT the delegation request on behalf of Mrs. Ruth Buzzard be approved and consideration of this clause be deferred pending representation from Mrs. Buzzard.

- CARRIED

(Alderman Puil opposed.)

Clauses 3 - 6 inclusive

MOVED by Ald. Harcourt,

THAT the recommendations of the City Manager, as contained in clauses 3, 4, 5, and 6 of this report, be approved.

- CARRIED UNANIMOUSLY

Finance Matters  
(October 12, 1979)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: School Board - Community Schools Program
- Cl. 2: Printing Branch Replacement Equipment

School Board - Community Schools  
Program  
(Clause 1)

This clause was withdrawn at the request of the City Manager.

Printing Branch Replacement  
Equipment  
(Clause 2)

MOVED by Ald. Harcourt,

THAT the recommendation of the City Manager, as contained in this clause be approved.

- CARRIED UNANIMOUSLY



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CITY MANAGER'S REPORTS (Cont'd)

Personnel Matters  
(October 12, 1979)

Day Off in Lieu of  
Remembrance Day  
(Clause 1)

MOVED by Ald. Puil,  
THAT the recommendation of the City Manager, as contained in  
this clause be approved.

- CARRIED UNANIMOUSLY

Property Matters  
(October 12, 1979)

The Council considered this report which contains six clauses  
identified as follows:

- Cl. 1: Rent Review - a Portion of the  
Engineers Victoria Drive Works  
Yard
- Cl. 2: Rental Review -  
City Property Abutting 43 East  
1st Avenue
- Cl. 3: Lease - S/E Corner of 13th Avenue  
and Victoria Drive
- Cl. 4: Alder Bay Housing Co-operative  
Land Lease in False Creek -  
Earthquake Insurance
- Cl. 5: Champlain Heights - Enclaves 4, 5,  
6 and 7 Bare Lot Strata Projects/  
Rental Payment Requirement
- Cl. 6: Champlain Heights - Enclaves 2 and  
21 Bare Lot Strata Projects/  
Conveyancing

Clauses 1, 2, 3, 5 and 6

MOVED by Ald. Gerard,  
THAT the recommendations of the City Manager, as contained in  
clauses 1, 2, 3, 5 and 6 of this report, be approved.

- CARRIED UNANIMOUSLY

Alder Bay Housing Co-operative  
Land Lease in False Creek -  
Earthquake Insurance  
(Clause 4)

MOVED by Ald. Gerard,  
THAT the recommendation of the City Manager, as contained in  
this clause be approved.

- CARRIED UNANIMOUSLY  
AND BY THE  
REQUIRED MAJORITY

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CITY MANAGER'S REPORTS (Cont'd)

B. MANAGER'S REPORT  
(October 2, 1979)

Strata Title Conversion Application  
106-110 West Broadway

MOVED by Ald. Harcourt,  
THAT the recommendation of the City Manager, as contained in  
this report be approved.

- CARRIED UNANIMOUSLY

C. MANAGER'S REPORT  
(October 10, 1979)

Summary Report - Rezoning Application:  
3496-3578 Kingsway

MOVED by Ald. Harcourt,  
THAT the recommendation of the City Manager, as contained in  
this report be approved.

- CARRIED UNANIMOUSLY

D. MANAGER'S REPORT  
(September 26, 1979)

Grant Request - Lower Mainland Parent  
And Child Therapy Society (P.A.C.T.)

When considering this report Council noted a request from  
the Chairman of P.A.C.T. that because of funding constraints this  
matter be dealt with this day rather than referred to the Community  
Services Committee. It was therefore

MOVED by Ald. Marzari,

THAT

- A. up to \$16,000 be approved for interior furnishings,  
subject to review by the Director of Social Planning,  
to revert to the City if P.A.C.T. ceases to function  
within ten years.
- B. the capital grant request for \$20,000 for renovations  
be approved, conditional upon the transfer of the  
ownership of the property and the lease to the  
Frankenburg Foundation.

- CARRIED  
BY THE  
REQUIRED MAJORITY

(Alderman Puil and the Mayor opposed.)

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CITY MANAGER'S REPORTS (Cont'd)

E. MANAGER'S REPORT

Columbia-Cordova Parking Garage

MOVED by Ald. Ford,  
THAT the recommendations of the City Manager contained in  
this report be approved;

FURTHER THAT Council also authorize funds in the amount of  
\$10,000 for provision of public washrooms in this garage.

- CARRIED

(Alderman Little opposed to public washrooms only.)

F. MANAGER'S REPORT  
(October 11, 1979)

Transit Cost-Sharing and  
Organization Proposals

MOVED by Ald. Bellamy,  
THAT the recommendations of the City Manager contained in  
this report be approved with the addition of the following as  
Recommendation (F):

"That the G.V.R.D. be requested, at this time, to include  
custom transit services for the handicapped in the  
Letters Patent and the negotiating agreement with a special  
cost-sharing formula of no more than 10% of fare box  
revenues."

- (deferred)

When considering this clause Council noted delegation  
requests from a number of organizations in the City.

MOVED by Ald. Little,  
THAT the delegation requests be approved.

- CARRIED

(Alderman Bellamy opposed.)

MOVED by Ald. Rankin,  
THAT Council request the G.V.R.D. to defer, for ten days,  
a decision on the proposed transit cost-sharing and organization  
formulas;

FURTHER THAT should the G.V.R.D. accede to this request  
the Mayor arrange an evening public meeting of Council on this  
topic at which delegations will be heard with presentations by  
organizations or groups to be limited to ten minutes.

- CARRIED

(Aldermen Bellamy, Gerard, Kennedy, and the Mayor  
opposed.)

Cont'd . . .

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CITY MANAGER'S REPORTS (Cont'd)

MANAGER'S REPORT  
(October 11, 1979) (Cont'd)

Transit Cost-Sharing and  
Organization Proposals (Cont'd)

MOVED by Ald. Harcourt,

THAT the motion of Alderman Bellamy approving the transit cost-sharing and organization proposals be deferred pending the hearing of delegations on this matter.

- CARRIED

(Aldermen Bellamy, Gerard, Kennedy, Puil and the Mayor opposed.)

Council took no action with respect to the letter from Ms. C. Walker, Chairman, Citizens for Rapid Transit, deferred earlier this day.

STANDING COMMITTEE REPORTS

I. Report of Standing Committee  
on Transportation  
(September 27, 1979)

Blenheim Street - Request for  
Stop Signs  
(Clause 1)

MOVED by Ald. Kennedy,

THAT the recommendations of the Committee, as contained in this clause, be approved.

- CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Bellamy,

SECONDED by Ald. Ford,

THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

BY-LAWS

1. A BY-LAW TO AMEND BY-LAW  
NO. 4299, BEING THE VEHICLES  
FOR HIRE BY-LAW

MOVED by Ald. Bellamy,  
SECONDED by Ald. Boyce,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendment.

There being no amendments, it was

MOVED by Ald. Bellamy,  
SECONDED by Ald. Boyce,  
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

2. A BY-LAW TO AMEND BY-LAW  
NO. 4450 BEING THE LICENSE  
BY-LAW

MOVED by Ald. Bellamy,  
SECONDED by Ald. Boyce,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendment.

There being no amendments, it was

MOVED by Ald. Bellamy,  
SECONDED by Ald. Boyce,  
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

3. A BY-LAW TO AMEND BY-LAW  
NO. 4450, BEING THE  
LICENCE BY-LAW

MOVED by Ald. Bellamy,  
SECONDED by Ald. Boyce,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendment.

The Director of Legal Services requested that the location of E. 41st and Knight, 2752 East 41st Avenue be struck from the schedule. It was also noted that a request had been received from Texaco Canada Inc. to address Council on its service station location at West 41st Avenue and Larch, 2465 West 41st Avenue.

Cont'd.

BY-LAWS (Cont'd.)

3. A BY-LAW TO AMEND BY-LAW  
NO. 4450, BEING THE  
LICENCE BY-LAW (Cont'd.)

MOVED by Ald. Bellamy,  
THAT the request of Texaco Canada Inc. to address Council on  
its service station location at West 41st Avenue and Larch, 2465  
West 41st Avenue be approved.

FURTHER THAT the locations of East 41st and Knight, 2752 East  
41st Avenue and West 41st Avenue and Larch, 2465 West 41st be struck  
from Schedule B of this By-law.

- CARRIED UNANIMOUSLY

MOVED by Ald. Bellamy,  
SECONDED by Ald. Boyce,  
THAT the By-law, as amended, be given second and third readings  
and the Mayor and City Clerk be authorized to sign and seal the  
By-law.

- CARRIED UNANIMOUSLY

4. A BY-LAW TO AMEND BY-LAW  
NO. 4462, BEING THE SHOPS  
CLOSING BY-LAW

MOVED by Ald. Harcourt,  
SECONDED by Ald. Ford,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer  
declared the By-law open for discussion and amendment.

There being no amendments, it was

MOVED by Ald. Harcourt,  
SECONDED by Ald. Ford,  
THAT the By-law be given second and third readings and the  
Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

5. A BY-LAW TO AMEND  
BY-LAW NO. 4021 BEING  
THE VEHICLE LICENSING  
BY-LAW

MOVED by Ald. Bellamy,  
SECONDED by Ald. Boyce,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer  
declared the By-law open for discussion and amendment.

There being no amendments, it was

MOVED by Ald. Bellamy,  
SECONDED by Ald. Boyce,  
THAT the By-law be given second and third readings and the  
Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

BY-LAWS (Cont'd.)

6. A BY-LAW TO REPEAL BY-LAW  
NO. 4388 BEING THE BREAD  
BY-LAW

MOVED by Ald. Harcourt,  
SECONDED by Ald. Ford,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendment.

There being no amendments, it was

MOVED by Ald. Harcourt,  
SECONDED by Ald. Ford,  
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

MOTIONS

- A. Allocation of Land for  
Lane Purposes  
(North 5 feet of Lot 4 of  
Subdivisions "C" and "D",  
Block 162, District Lot 264A,  
Plans 1059 and 1771)

MOVED by Ald. Little,  
SECONDED by Ald. Boyce,  
THAT WHEREAS the registered owner has conveyed to the City of Vancouver for lane purposes land in the City of Vancouver, Province of British Columbia, more particularly known and described as follows:

North 5 feet of Lot 4 of  
Subdivisions "C" and "D",  
Block 162,  
District Lot 264A,  
Plans 1059 and 1771

AND WHEREAS it is deemed expedient and in the public interest to accept and allocate the said lands for lane purposes;

BE IT THEREFORE RESOLVED that the above described lands so conveyed be, and the same are hereby accepted and allocated for lane purposes and declared to form and to constitute portion of a lane.

- CARRIED UNANIMOUSLY

Cont'd.

MOTIONS (Cont'd.)

- B. Allocation of Land for  
Lane Purposes  
(South 10 feet of Lot 1,  
Block 293,  
District Lot 526,  
Plan 590)

MOVED by Ald. Little,

SECONDED by Ald. Boyce,

THAT WHEREAS the registered owner has conveyed to the City of Vancouver for lane purposes land in the City of Vancouver, Province of British Columbia, more particularly known and described as follows:

South 10 feet of Lot 1,  
Block 293,  
District Lot 526,  
Plan 590.

AND WHEREAS it is deemed expedient and in the public interest to accept and allocate the said lands for lane purposes;

BE IT THEREFORE RESOLVED that the above described lands so conveyed be, and the same are hereby accepted and allocated for lane purposes and declared to form and to constitute portion of a lane.

- CARRIED UNANIMOUSLY

- C. Allocation of Land for  
Lane Purposes  
(North 2 feet of Lots 37  
and 38, Block 234,  
District Lot 526, Plans  
590 and 3932 )

MOVED by Ald. Little,

SECONDED by Ald. Boyce,

THAT WHEREAS the registered owner has conveyed to the City of Vancouver for lane purposes land in the City of Vancouver, Province of British Columbia, more particularly known and described as follows:

the North 2 feet of Lots 37 and 38, Block 234,  
District Lot 526, Plans 590 and 3932. The same  
as shown outlined red on a plan prepared by  
G. Girardin, B.C.L.S., dated August 16th, 1979,  
and marginally numbered LF 9231, a print of which  
is hereunto annexed.

AND WHEREAS it is deemed expedient and in the public interest to accept and allocate the said lands for lane purposes;

BE IT THEREFORE RESOLVED that the above described lands so conveyed be, and the same are hereby accepted and allocated for lane purposes and declared to form and to constitute portion of a lane.

- CARRIED UNANIMOUSLY

Cont'd.



MOTIONS (Cont'd.)

1. Increase in Taxi Rates

MOVED by Ald. Little,

SECONDED by Ald. Rankin,

THAT the following proposal be referred to the Transportation Committee for consideration:

- that the twenty-five new licences for taxi cabs be issued to the existing companies on a prorated basis, as was proposed in 1975, without any additional payment for the new licences;
- effective January 1, 1980, the licence fee per cab in the City be raised to \$2,500;
- effective January 1, 1980, approximately 5% be added to the taxi cab rates to compensate the average owner fully for the new licence fee and be reviewed annually to ensure the 5% and the \$2,500 fee per cab are in line;
- this increase in rates be considered quite separately from any application for taxi rate increases from time to time.

- CARRIED UNANIMOUSLY

NOTICE OF MOTION

The following Notice of Motion was submitted by Alderman Little and recognized by the Chair:

1. Civic Theatres

MOVED by Ald. Little,

SECONDED by Ald. Gerard,

THAT WHEREAS in advertising of films being shown in theatres in Vancouver there is a system of classification to identify films which are not considered in the class of general family viewing;

AND WHEREAS in the Civic Theatres, there is no such classification but performances are scheduled in these theatres which are not in the category of 'family' entertainment;

THEREFORE BE IT RESOLVED THAT the Council request that the Vancouver Civic Theatres Board advise on steps which can be taken to inform the public of theatre performances which are not in the category of 'family' entertainment.

- (Notice)

Cont'd.

NOTICE OF MOTION (Cont'd.)

The following Notice of Motion was submitted by Alderman Ford and recognized by the Chair:

2. Downtown Vancouver -  
View from Hornby Street

MOVED by Ald. Ford,

SECONDED by Ald. Boyce,

THAT WHEREAS Vancouver is a city of beautiful views;

AND WHEREAS the people value this amenity;

AND WHEREAS the downtown street end views are particularly important as witness the concern expressed over the ten foot encroachment by Granville Square into the Granville Street end view;

AND WHEREAS the street end of Hornby Street North of Hastings Street is in private hands;

AND WHEREAS it is rumoured that the owner intends to build an office building on this site;

THEREFORE BE IT RESOLVED THAT city staff negotiate with the owner to try to effect an exchange of this property with city-owned land, or recommend other means to preserve the view from Hornby Street.

- (Notice)

ENQUIRIES AND OTHER MATTERS

Alderman Little

Development By Block Bros.

referred to a development by Block Bros. in the area bounded by 1st Avenue, 2nd Avenue, Trimble Street and Sasamat Street and concerns expressed by citizens in the area.

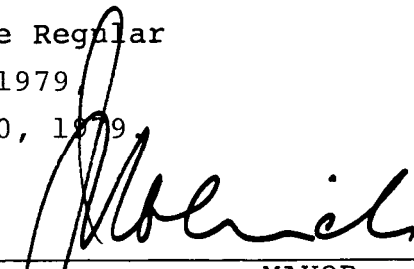
He requested the Director of Planning report on this matter.


Alderman Harcourt advised that the Director of Planning is preparing a report on this matter for the Planning and Development Committee.

The Council recessed at approximately 5.10 p.m. to reconvene "In Camera".

\* \* \* \* \*

The foregoing are Minutes of the Regular Council Meeting of October 16, 1979, adopted by Council on October 30, 1979.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CITY CLERK

CITY OF VANCOUVERSPECIAL COUNCIL - OCTOBER 16, 1979PUBLIC HEARING

A Special Meeting of the Council of the City of Vancouver was held on Tuesday, October 16, 1979, at approximately 2.00 p.m. in the Council Chamber, Third Floor, City Hall for the purpose of holding a Public Hearing to amend the Zoning and Development By-law.

PRESENT:

Mayor Volrich  
Aldermen Bellamy, Boyce, Ford,  
Gerard, Harcourt, Kennedy,  
Little, Marzari, Puil  
and Rankin

CLERK TO THE COUNCIL: R. Henry

COMMITTEE OF THE WHOLE

MOVED by Ald. Kennedy,  
SECONDED by Ald. Ford,

THAT this Council resolve itself into Committee of the Whole, Mayor Volrich in the Chair, to consider proposed amendments to the Zoning and Development By-law.

- CARRIED UNANIMOUSLY

To aid the Public present for the Hearing, the Clerk read from the Agenda that the Council had before it.

1. Rezoning Southeast Corner of West  
Hastings and Jervis Streets

An application was received from Mr. B. W. F. Fodchuk, Solicitor for Evergreen Building Ltd. to rezone that portion of Lot 'E', Block 29, Plan 17825 formerly described as Lot 'B', Block 29, D.L. 185, Plan 15918 from C.W.D. Central Waterfront District to D.D. Downtown District.

The Director of Planning recommends approval of the application subject to an easement across Lot 'B' being executed.

The Mayor called for speakers for or against the application and none came forward.

MOVED by Ald. Bellamy,

THAT the application to amend By-law No. 3575 being the Zoning and Development By-law be amended as set out in the application.

- CARRIED UNANIMOUSLY

2. Rezoning Southeast Corner of East  
45th Avenue and Kerr Street

An application was received from Mr. K. Wakefield, Wakefield Realty Ltd. to rezone Lots 1, 2 and 3, except South 10 feet of each Lot, now lane, Blocks 13 and 14, West ¼ of D.L. 338, Plan 2964 from C-1 Commercial District to RS-1 One-Family Dwelling District.

The Director of Planning recommends that the application be approved.

Cont'd.

2. Rezoning Southeast Corner of  
East 45th Avenue and Kerr Street (Cont'd.)

Mr. Nathan Davidowitz, on behalf of Killarney Champlain Citizens for Action Association spoke in support of the recommendation of the Director of Planning.

MOVED by Ald. Boyce,

THAT the application to amend By-law No. 3575 being the Zoning and Development By-law be amended as set out in the application.

- CARRIED UNANIMOUSLY

3. Repeal of CM-1 Commercial District  
Schedule

An application was received from the Director of Planning to amend the Zoning and Development By-law No. 3575 by repealing the CM-1 Commercial District Schedule. In explanation, on June 19, 1979 Council enacted the Central<sup>mt</sup> Waterfront District By-law No. 5260. At the same time various lands were rezoned from CM-1 Commercial<sup>mt</sup> District to the newly established Central Waterfront District (C.W.D.)

The CM-1 lands which were rezoned to C.W.D. were the last remaining lands in the City that were zoned CM-1. The CM-1 Zoning District Schedule is no longer required.

The Mayor called for speakers for or against the application and none came forward.

MOVED by Ald. Bellamy,

THAT (a) CM-1 Commercial District Schedule of Zoning and Development By-law No. 3575 be repealed and

(b) Sign By-law No. 4810 be amended to delete references to the CM-1 and other Zoning District Schedules previously repealed.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt,  
SECONDED by Ald. Gerard,

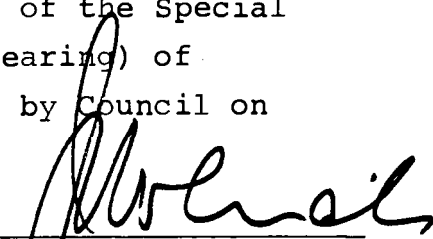

THAT the report of the Committee of the Whole be adopted and the Director of Legal Services be instructed to bring forward the appropriate amending By-laws.

- CARRIED UNANIMOUSLY

The Special Council adjourned at approximately 2.10 p.m.

\* \* \* \* \*

The foregoing are Minutes of the Special  
Council Meeting (Public Hearing) of  
October 16, 1979, adopted by Council on  
October 30, 1979.

  
MAYOR  
  
CITY CLERK

MANAGER'S REPORTDATE October 9, 1979

TO: Vancouver City Council  
SUBJECT: Proposed Rezoning - North Side 2500-block  
Franklin Street.  
CLASSIFICATION: RECOMMENDATION.

The Director of Planning reports as follows:

"An application has been received from Mr. J. Funaro requesting an amendment to Zoning and Development By-law, No. 3575, whereby the property on the north side of the 2500-block Franklin Street (Lots 17 to 32 of Lot 38, THSL, Plan 379) would be rezoned from RS-1 One-Family Dwelling District to C-2 Commercial District for the stated purpose of:

'constructing a supermarket/office complex to better serve the Hastings east area'.

SITE DESCRIPTION AND BACKGROUND

As shown on the Appendix A Map attached, the site comprises 16 lots generally developed with older one-and-a-half-storey, one-family dwellings in good condition. Details of existing development on the site and on RS-1 zoned lands to the south, east, north and west are shown on Appendix B Map attached.

An extensive discussion of supermarket development in the East Hastings area is contained in the City Manager's report of July 26, 1978 which dealt with a previous rezoning application by Mr. Funaro. For various legal reasons related to the Hastings Street Collective Parking Agreement, the proposed rezoning of lands on the south side of the 2500-block Franklin Street was refused by Council on August 29, 1978. Details of this previous consideration are provided in the Council Minutes attached as Appendix C.

Planning staff have been in contact with the applicant since March, 1979 regarding the current proposal. Following various meetings and a tour of the area with the applicant, the applicant was advised of issues which should be considered in submitting a formal rezoning application for lands on the north side of the 2500-block Franklin Street. A copy of this letter is attached as Appendix D.

On August 31, 1979 a petition from owners and residents of the 2400- and 2500-blocks of Pandora Street voicing strong protests to any rezoning on the north side of the 2500-block Franklin Street was circulated to Council. A copy of this petition was sent to Mr. Funaro on September 6, 1979.

A formal rezoning application, accompanying letter and drawings were received from Mr. Funaro on September 11, 1979. Also submitted were two petitions expressing support for the proposal: one petition which the applicant states represents over 1,500 homes in the area; the other petition which the applicant states reflects 95 percent support from merchants and tenants of the 2400-, 2500- and 2600-blocks of Hastings Street.

PROPOSED DEVELOPMENT

Drawings submitted with the application indicate a proposed development comprising a supermarket (2,137 m<sup>2</sup>, or 23,000 sq. ft.), retail commercial

(3,316 m<sup>2</sup> or 35,700 sq.ft.) office commercial (2,248 m<sup>2</sup> or 24,200 sq.ft.), and storage (929 m<sup>2</sup> or 10,000 sq.ft.) for a total of 8,630 m<sup>2</sup> (92,900 sq.ft.). A total of 170 off-street parking spaces and two off-street loading spaces are to be provided.

The applicant also indicates that the proposed development would have a floor space ratio of 1.44 (the C-2 Commercial District Schedule permitting a maximum F.S.R. of 3.0). The proposed development provides no setbacks from property lines and exceeds, in part, the maximum height of 40 feet permitted under the C-2 Commercial District Schedule.

Under C-2 zoning, the ultimate development of this site would not be restricted to the uses, the gross floor area or the form of development expressed in this application.

#### ANALYSIS

Six issues were addressed in dealing with the previous rezoning application for the south side of the 2500-block Franklin Street. Four issues were specific to the Collective Parking Lot site then under consideration for rezoning. The following two issues as previously stated are equally applicable to the current rezoning proposal.

1. While there is a recognized need for a supermarket in the Hastings East area, the form of development must have a positive physical relationship to the adjacent single-family residential neighbourhood;
2. Given the existence of a large amount of C-2 zoning and development in this area, office or retail space provided on this site will, as substantiated in Mr. Funaro's own Environmental Impact Assessment, have a detrimental impact on existing commercial businesses.

Although the Planning Department is very sympathetic to the need for a supermarket facility in the Hastings East area, the proposed rezoning now before Council cannot be supported for a number of reasons.

First, the proposed rezoning represents a significant intrusion of commercial development into an established, stable, residential community. The provisions of the C-2 District Schedule would accommodate a development similar to that proposed by the applicant as shown on the drawing submitted. Clearly, both the uses and scale of such a development would have an adverse impact on the adjacent residential neighbourhood, particularly with respect to the residences across the lane to the north.

Secondly, C-2 zoning now extends from the 1900-block to the 2800-block on both sides of Hastings Street. This amount of commercial zoning potentially provides a number of alternative locations where comparable sites might be assembled to accommodate a supermarket development. The existing C-2-zoned land in the East Hastings area is more than adequate to serve the needs of this community. While cost and ownership factors have allegedly frustrated the applicant in attempting the acquisition and consolidation of existing C-2 properties, the relative ease and cost of consolidating RS-1 properties, even at reputedly commercial prices, is insufficient justification to warrant the intrusion of commercial zoning and development into a residential community.

Thirdly, the commercial zoning and development of the 2500-block Franklin Street needs to be considered in light of similar subsequent requests in the 2400- to 2800-blocks of Franklin Street or of Pender Street to the south, any of which could potentially support such a development or other lesser-scale development.

Should the requested rezoning be approved, it can be anticipated that similar rezonings will be proposed for other comparable sites in the East Hastings Area, as well as other similar commercial arterials throughout the City.

The initial written response to the applicant stated the need for justifying such a development proposal in this location as opposed to existing zoned commercial land along Hastings Street and any other similar block of residential development flanking Hastings Street. To date, that justification has not been forthcoming.

#### CONCLUSION

For reasons previously related to ease of land acquisition the applicant has proposed a major commercial development in a stable residential area. In the adjoining commercial district a considerable amount of land is already zoned and appropriate for commercial redevelopment.

It is believed the proposal would have major detrimental consequences on the adjoining homes, would set a most damaging precedent in the area and not assist in the improvement of Hastings Street commercial district.

Further, the requested C-2 schedule would remove the City's ability to negotiate a sensitive form of development or to restrict the development to a density less than 3.00 F.S.R.

Because these problems seem to be so obvious, and the upset and unstabilizing effects on the community are so serious the Director of Planning has not undertaken a full and detailed assessments to cover all the fine points of this argument that would be necessary if this was referred to a Public Hearing. The Director of Planning believes that further resources and the time of many citizens and businessmen should not be further expended on this inappropriate proposal.

#### RECOMMENDATION

The Director of Planning recommends that the application be not approved."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

NOTE FROM CITY CLERK: MR. FUNARO WILL ADDRESS COUNCIL.

MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (WORKS: A1 - 1)

## WORKS AND UTILITY MATTERS

### RECOMMENDATIONS

1. Tender No. 57-79-13 - Supply and Delivery of Reinforced and Non-Reinforced Concrete Pipe and Reinforced Concrete Manhole Sections and Tops

Tenders for the above were opened on August 27, 1979 and referred to the City Engineer and Purchasing Agent for report.

A working copy of the tabulation is on file in the Purchasing Agent's Office.

The Provincial Tax is in addition to all prices shown in this report and in the tabulation.

Funds for all purchases are provided in the Capital Budget.

The City Engineer and Purchasing Agent report as follows:

"Three tenders were received for the above. We are recommending acceptance of the low bid in each instance, with the following exceptions:-

#### 1050 mm CONCRETE MANHOLE SECTIONS

La Farge Concrete submitted the low bid for the supply of 1050 mm Manhole Sections with mortar joints. Ocean Construction submitted a bid for 1050 mm Manhole Sections with 'O' ring joints and two alternatives with mortar joints.

We are recommending the bid submitted by Ocean Construction with 'O' ring joints because the 'O ring' installation is easier and faster than mortar joint installation. In addition, the 'O' ring is a more positive seal, which reduces the amount of ground water in the manhole. It is estimated that a savings of \$10.00 per joint can be realized with 'O' ring installation.

Ocean Construction offered an additional 10% discount if the sections could be supplied in 1.2 metre lengths as opposed to the 1 metre length specified. The 1.2 metre length is acceptable.

A condensed cost comparison for sections supplied in 1.2 meter lengths is as follows:

	<u>La Farge</u>	<u>Ocean Construction</u>
1.2 m	\$94.704	\$114.25 less 10% discount and \$10.00 on installation of sections with 'O' ring joints as opposed to mortar joints = \$92.83.
1825 m	\$144,029.00	\$141,179.00

Estimated savings - \$2,850.00

#### 1350 mm CONCRETE TOPS

Rocla Concrete Pipe submitted the low bid for a savings of \$81.03 (or approximately 3%) on an item value of \$2267.47. For reasons of physical match, supply and administration, the small savings does not justify a further split in the awards.



MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (WORKS: A1 - 2)

Clause No. 1 cont'd:

We recommend acceptance of the following bids:-

a) LA FARGE CONCRETE LTD.

Reinforced Concrete Pipe, low bid, 9 items.  
Total estimated cost... \$194,807.65

b) OCEAN CONSTRUCTION SUPPLIES

Reinforced Concrete Pipe, low bid, 4 items.  
Total estimated cost... \$199,825.10

Non-reinforced Concrete Pipe, low bid, all items.  
Total estimated cost... \$ 40,957.50

Reinforced Concrete Manhole Sections and Tops, low bid, all items,  
except 2 items of best value.  
Total estimated cost... \$243,269.24  
\$484,051.84 "

The City Manager RECOMMENDS that the recommendation of the City Engineer and Purchasing Agent be approved subject to the contract being satisfactory to the Director of Legal Services.

2. Tender 39-79-7 - Trucks

The City Engineer and Purchasing Agent report as follows:

"Tenders for the above were opened on September 4, 1979 and referred to the City Engineer, Purchasing Agent and Fire Chief for report.

This tender called for prices on 15 items. This report deals with items being recommended for purchase from Pacific GMC (Items 4,6,7,8,9 and 13) and Musgrove Ford (Items 10,11, 12 and 15).

Tabulations are on file in the office of the Purchasing Agent.

Funds for this purchase are provided in the Truck Replacement Account and the 1979 Fire Department Budget.

Item 4 - Light Panel

Eight bids were received.

The City Engineer and the Purchasing Agent recommend acceptance of the lowest bid from Pacific GMC for 13 GMC model TG11005 light panels at a total cost of \$83,643.00 (\$6,210.00 each plus options; \$46.00 for high bucket seats (13 units), \$141.00 for windows all around (9 units), \$36.00 for windows in the rear doors (4 units), \$29.00 for windows in the side door (4 units), \$58.00 for window in the rear quarter panel (4 units), \$88.00 for rear step bumpers (4 units), and \$202.00 for power steering (1 unit)) plus 4% Provincial Sales Tax.

Item 6 - Heavy Duty Panel (Fire Department)

Seven bids were received.

The City Engineer and Purchasing Agent recommend acceptance of Bid No. 1 from Pacific GMC for 1 GMC model 7G31305 heavy duty panel at a total cost of \$7988.00 (\$7,730.00 plus \$72.00 for two-tone red and white paint, \$141.00 for windows all around, and \$45.00 for a roof vent) plus 4% Provincial Sales Tax.

MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (WORKS: A1 - 3)

Clause No. 2 cont'd:

Item 7 - Heavy Duty Cargo Van

Seven bids were received.

Bid No. 1 from Brentwood Dodge does not meet specifications as the front stabilizer box and minimum gross vehicle weight of 3850 kg was not offered as specified.

The City Engineer and Purchasing Agent recommend acceptance of Bid No. 2 from Pacific GMC for 3 GMC model TG31303 cargo vans at a total cost of \$28,883.00 (\$9,145.00 each plus \$46.00 each for high backed seats plus \$62.00 for 1 unit for 60 inch rear doors plus \$368.00 for 1 unit for a 60 inch rollup rear door, plus \$880.00 for 1 unit for dual wheel conversion and 12 foot body length) plus 4% Provincial Sales Tax.

Item 8 - 4635 kg Conventional Cab and Chassis

Six bids were received. Only Pacific GMC offered the crew cab option which is required for six units.

The City Engineer and Purchasing Agent recommend acceptance of the only bid to offer crew cabs from Pacific GMC for 6 GMC model TC31003 cab and chassis at a total cost of \$42,515.76 (\$6,314.56 each plus crew cabs at \$771.40 each, Federal Sales Tax not included) plus 4% Provincial Sales Tax.

Item 9 - 7250 Conventional Cab and Chassis

Four bids were received.

Bid No.1 from Dick Irwin does not meet specifications as an automatic transmission was not offered.

The City Engineer and the Purchasing Agent recommend acceptance of Bid No.2 from Pacific GMC for 1 GMC model TC60042 cab and chassis at a total cost of \$10 890.00 (\$10 860.00 each plus \$30.00 for 84" CA dimension) plus 4% Provincial Sales Tax.

Item 10 - 9070 kg Conventional Cab and Chassis

Five bids were received.

Bid No.1 from Pacific GMC does not meet specifications as 8707 kg GVW was offered in lieu of the 9070 kg specified.

The City Engineer and the Purchasing Agent recommend acceptance of Bid No.2 from Musgrove Ford for 4 Ford model F600 cab and chassis at a total cost of \$43 282.80 (\$10 793.00 each plus \$27.70 each for 84" cab to axle) plus 4% Provincial Sales Tax.

Item 11 - 10880 kg Conventional Cab and Chassis

Five bids were received.

The City Engineer and the Purchasing Agent recommend acceptance of Bid No.1 from Musgrove Ford for 3 Ford model F600 cab and chassis at a total cost of \$34 984.90 (\$11 299.00 each plus \$1 087.90 for automatic transmission for 1 unit) plus 4% Provincial Sales Tax.

Item 12 - 15000 kg Conventional Cab and Chassis

Six bids were received.

Bid No.1 from Pacific GMC does not meet specifications for wheels and tires.

The City Engineer and the Purchasing Agent recommend acceptance of Bid No.2 from Musgrove Ford for 7 Ford model LN800 cab and chassis at a total cost of \$121 709.00 (\$17 387.00 each) plus 4% Provincial Sales Tax.

Item 13 - Heavy Duty Walk-In Van

Two bids were received.

The City Engineer and the Purchasing Agent recommend acceptance of Bid No.1 from Pacific GMC for 9 GMC model TP30842 walk-in vans at a total cost of \$108 447.00 (\$11 595.00 each plus \$176.00 each for 6 inch extra height plus \$110.00 each for high backed seats plus \$161.00 for 3 units for 12-foot body plus \$895.00 for 1 unit for automatic transmission plus \$140.00 for 1 unit for two-tone red and white paint) plus 4% Provincial Sales Tax.

MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (WORKS: A1 - 4)

Clause No. 2 cont'd:

Item 15 - 15000 kg Tilt Cab and Chassis

Six bids were received.

Bid No.1 from Richport Ford does not meet specifications because the rear axle capacity is less than specified.

The City Engineer and the Purchasing Agent recommend acceptance of Bid No.2 from Musgrove Ford for 1 Ford model C800 cab and chassis at a total cost of \$18 340.00 plus 4% Provincial Sales Tax."

The City Manager RECOMMENDS that the above recommendations of the City Engineer and the Purchasing Agent be approved.

FOR COUNCIL ACTION SEE PAGE(S) 215

Manager's Report, October 12, 1979 . . . . (BUILDING: A-4 - 1)

## BUILDING AND PLANNING MATTERS

### RECOMMENDATION

1. Proposed Text Amendment to CD-1 By-law No. 4861  
S.W. Corner Kingsway and Nanaimo Street

The Director of Planning reports as follows:

"An application has been received from Mr. G. Pastres of 10500 Mersey Road, Richmond, B.C., requesting an amendment to Zoning and Development By-law No. 3575 whereby CD-1 By-law No. 4861 affecting lands at the southwest corner of Kingsway and Nanaimo Street would be amended for the purpose of permitting a

'restaurant as a conforming use'.

### SITE DESCRIPTION AND BACKGROUND

The site is located at the southwest corner of Kingsway and Nanaimo Street and is bounded on the west by Baldwin Street and on the south by East 30th Avenue. The irregular site has a frontage along Kingsway of 67.64 m (221.93 ft.) and a total site area of approximately 7165.70 m<sup>2</sup> (77,131 sq.ft.). (See Appendix A Map).

The site is presently zoned CD-1 Comprehensive Development District and developed with a restaurant (which exists as a non-conforming use), retail stores, offices, and a bank, all accommodated within a one-storey building fronting onto Kingsway. On the southerly portion of the site two three-storey apartment buildings have been developed under the CD-1 zoning. These are oriented towards the quieter residential areas located to the west, south and southeast of the site which are zoned RS-1 One-Family Dwelling District. A variety of commercial uses including a restaurant, travel agency, green grocer and a gasoline service station exist in the vicinity of the site on lands zoned as C-2 Commercial District generally along both sides of Kingsway. Commercial space within a newer commercial and residential development under CD-1 zoning at the northeast corner of Kingsway and Nanaimo remains vacant.

The site was rezoned from RT-2 Two-Family Dwelling District and RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District on May 6, 1975. The CD-1 By-law (No. 4861) restricts the development of the site to:

- "(a) an apartment building with customary ancillary uses including underground parking and
- (b) retail stores, offices, a bank, with customary ancillary uses including off-street parking and loading,

subject to such conditions as Council may by resolution prescribe."

A recent Development Permit Application to alter and use approximately 91.045 m<sup>2</sup> (980 sq.ft.) of the existing building as a restaurant was refused because the proposed use was non-conforming with the existing CD-1 By-law (No. 4861).

The applicant subsequently filed an Appeal of the Director of Planning's decision to the Board of Variance. He was advised by the Planning Staff to withdraw that Appeal and to make application to amend the CD-1 By-law to allow a restaurant as a conforming use.

Manager's Report, October 12, 1979 . . . . . (BUILDING: A-4 - 2)

Clause 1 continued

It should be noted that the restaurant use was in existence without Development Permit approval at this time.

ANALYSIS

It was the intent of the CD-1 By-law to establish retail stores and offices to serve the local commercial needs of this neighbourhood. A staff site inspection of this existing restaurant indicates that the proposed use would be consistent with the intent of the By-law as the operation is of a sandwich bar delicatessen-type and generally dependent upon carry-out lunch-time trade from surrounding residents and commercial business staff. Site inspection revealed no noticeable traffic or parking problems.

The required parking established under CD-1 By-law No. 4861 is 97 parking spaces and one loading bay as determined by Table 12-1 of the Zoning and Development By-law No. 3575. A breakdown of this parking requirement indicates that 17 spaces are required for the commercial component of this CD-1 development and 80 parking spaces for the apartment complex. The staff site inspection indicates that the 17 commercial parking spaces have been provided on the surface - 5 to the rear of the commercial development on the west side and 12 to the rear of the bank on the east side.

A re-calculation of the parking requirements to include the proposed restaurant use indicates that no change in the amount of parking to be provided would be required. On this basis and in view of the local nature of this existing restaurant use the Director of Planning believes that the inclusion of 'restaurant' as a permitted use in CD-1 By-law No. 4861 is appropriate.

RECOMMENDATION:

The Director of Planning recommends that the following recommendation be received and the whole matter be referred directly to Public Hearing:

That the rezoning be approved, thereby amending CD-1 By-law No. 4861 by including 'restaurant, catering to the day-to-day needs of the local neighbourhood' as a permitted use."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

INFORMATION

2. 3543 Point Grey Road - D.P.A. No. 84725

The Director of Planning reports as follows:

"This Development Permit Application is being referred to Council for information in accordance with Council's Resolution of August 14, 1979, which states "that only Development Permit Applications for conditional uses and requests for special relaxations be reported to Council or the Planning and Development Committee as appropriate, after the applications have been processed but before approval".

Development Permit No. 84725 has been filed by Mrs. M. Dallas, to add to and alter the existing one family dwelling in this RS-2 District. The existing building is nonconforming with respect to the height regulation of the Zoning and Development By-law. The addition, therefore, requires the consideration of the Director of Planning.

Manager's Report, October 12, 1979 . . . . (BUILDING: A-4 - 3)

Clause 2 continued

Development Permit No. 78970, issued February 13, 1978, permitted additions and alterations to the existing two storey plus basement one family dwelling. However, after approval was granted, the Zoning and Development By-law was changed and the definition of a basement was altered. Under the new definition the approved development was a three storey building and therefore nonconforming to the height regulations of the RS-2 District Schedule of the Zoning and Development By-law.

The present proposal would increase the floor area of the third storey by approximately 132 sq. ft. The neighbouring property owners were notified of this application and no objections were received.

The Director of Planning is prepared to approve Development Permit Application No. 84725, but before issuing it, is referring it to City Council for information, in accordance with Council's resolution of August 14, 1979. "

The City Manager submits the foregoing report of the Director of Planning for the INFORMATION of City Council.

RECOMMENDATION

3. Grandview-Woodland N.I.P. -  
Sidewalk Installation Subsidy

The Director of Planning and the City Engineer report as follows:

"On July 12, 1977, Council approved the Grandview-Woodland N.I.P. Concept Plan which included an allocation of \$146 000 to 'provide a subsidy to encourage the completion of local improvements including curbing of residential street and construction of sidewalk, with financial participation by property owners'.

The purpose of this report is to recommend the appropriation of funds to make such a subsidy available for the encouragement of sidewalk installation in this area.

While it is general Council policy (18/09/73) that 'local residential sidewalks be installed by petition only,' sidewalk improvements have been given the highest priority, by the Grandview-Woodland N.I.P. Committee, for improvement among potential local improvement projects due to the large number of incomplete sidewalks and higher than average number of residents without the use of automobiles in this area. Through traffic on residential streets causes a hazard to pedestrians, particularly children travelling to and from neighbourhood schools. The completion of a more extensive network of sidewalk would offer a partial relief of this hazard.

A City-initiated local improvement has been proposed by the N.I.P. Committee for every block face or flankage in the N.I.P. area currently lacking a sidewalk. A recommended subsidy offer of 25% of the total cost is, therefore, intended to encourage the adjacent property owners to proceed with such improvements. In accordance with past practice, this subsidy would be extended to apply to the City's costs as well.

The total cost of installing all remaining sidewalks in the N.I.P. area is estimated to be \$272 000. Thus a 25% subsidy would result in a N.I.P. contribution of \$68 000. This project requires the cost-sharing formula applicable to services and utilities under which the City, Provincial, Federal split is 62.5%, 12.5% and 25% respectively.

Clause 3 continuedSIDEWALK CONSTRUCTION COST BREAKDOWN

N.I.P. FUNDS				STREETS CAPITAL FUNDS	PROPERTY OWNERS' SHARE	TOTAL PROJECT COST
FEDERAL 25%	PROVINCIAL (12.5%)	CITY (62.5%)	TOTAL N.I.P.			
\$17 000.00	\$8 500.00	\$42 500.00	\$68 000.00	\$132 600.00	\$71 400.00	\$272 000.00

Streets Capital funds are not available from Basic Streets Capital since the sidewalk construction allocation in the Five-Year Program does not allow for such an intensive area improvement. The apparent source of funds is the 1979 Supplementary Capital Budget. The Grandview-Woodland N.I.P. program terminates July, 1980, which necessitates a commitment in principle at this time, in order to successfully complete the N.I.P. program within the approved time frame.

In one instance in the Mount Pleasant N.I.P. area, Council approved of the extension of such a subsidy where a resident-initiated petition had been approved just prior to the N.I.P. funding of improvements. Such a retroactive extension of the subsidy is proposed for one such petition (west side of Nanaimo Street, 6th to 7th Avenues) submitted during 1979 prior to this report. An additional \$1 275.00 N.I.P. allocation is required to allow this retroactive subsidy.

It is proposed that the improvements be initiated in small groups of geographically homogeneous blocks. This would result in the initiation of 17 groups of sidewalks rather than 48 individual blocks (refer to list, Appendix I).

The Grandview-Woodland N.I.P. Committee recommends the appropriation of N.I.P. funds necessary to provide a subsidy of 25% to both property owners and the City in order to stimulate the completion of the sidewalk network in this neighbourhood. It also supports the extension of this subsidy offer to property owners fronting along the west side of Nanaimo Street, 6th to 7th Avenues, who have successfully petitioned for sidewalk improvements during 1979.

RECOMMENDATIONS

The Director of Planning and the City Engineer therefore recommend:

- A. THAT Council approve the allocation of \$132 600 from 1979 Supplementary Capital to cover Streets Capital funds required for constructing sidewalks listed in Appendix I.
- B. THAT Council approve in principle a 25% subsidy of the costs to the City and adjacent property owners for constructing sidewalks listed in Appendix I including a retroactive subsidy to January 1, 1979 for the one petition submitted prior to this report.
- C. THAT Council approve in principle the appropriation of \$68 000 from the Grandview-Woodland N.I.P. Services Utilities Account 898/9407 to provide for the 25% subsidy of sidewalk costs with an additional appropriation of \$1 275.00 to provide a retroactive subsidy to the one petition referred to above.

Subject to Council's action on these recommendations, the City Engineer will advance the work as Local Improvements on the Initiative."

The City Manager RECOMMENDS that the foregoing recommendations of the Director of Planning and City Engineer be approved.

4. Proposed Amendment to Table 12.1 (formerly Schedule B) of Section 12, Zoning & Development By-law No. 3575

The Director of Planning and the City Engineer report as follows:

"BACKGROUND

At its meeting of September 27th, 1977, Council dealt with a report from the Director of Planning which recommend an amendment to Schedule B (Required Off-Street Parking Spaces) of Zoning and Development By-law No. 3575 whereby off-street parking would be required for one and two dwelling units provided over commercial space.

Council instructed the Director of Planning to make application to so amend the By-law and referred this application direct to Public Hearing for consideration.

Prior to consideration of this application at a Public Hearing and upon further analysis by the Director of Planning, a further report by the Director of Planning recommending withdrawal of the aforementioned application was considered by Council at its meeting of August 15th, 1978.

In considering this latter report, and upon request of the City Engineer, Council referred this matter to the Transportation Committee for consideration. A report from the City Engineer for concurrent consideration with the report from the Director of Planning was anticipated.

ANALYSIS

In reporting back to Council with a recommendation to withdraw the application requesting an amendment to Zoning and Development By-law No. 3575, the Director of Planning noted the potential impact of the proposed amendment with particular regard to development possibilities on smaller commercially zoned properties. Were the amendment to have been approved, the possibility of developing one and two dwelling units in conjunction with commercial space would have been significantly reduced. This was felt to be inappropriate.

The Director of Planning also noted the recent establishment of an Engineering and Planning Department Task Force to undertake a comprehensive review of off-street parking and loading requirements and standards within the City. It was anticipated that this review would lead to proposed changes to off-street parking requirements which would affect commercial properties and that such proposals should be comprehensively developed and discussed with both the affected property owners and Council. For these reasons, the Director of Planning recommended that the above-noted application be withdrawn.

In 1978 the Engineering Department requested funds for a comprehensive parking study on a city-wide basis. Funds were not allocated however.

The City Engineer believes this matter is important and should be considered as part of a comprehensive study. Therefore, funding will be requested again in 1980.



Clause 4 continuedRECOMMENDATION

The Director of Planning and the City Engineer recommend:

That the application by the Director of Planning pursuant to Council's resolution of September 27th, 1977, regarding proposed amendment to Schedule B (Required Parking Spaces) of Zoning and Development By-law No. 3575, be withdrawn and reported back to Council following completion of a comprehensive parking and loading standards review."

The City Manager RECOMMENDS that the recommendation of the Director of Planning and City Engineer be approved.

5. Riley Park N.I.P. Appropriation of Funds:  
Changes to Brock Annex School to Accommodate  
a Daycare Facility

The Director of Planning reports as follows:

"On July 26, 1977, City Council approved the Riley Park N.I.P. Concept plan which included an allocation of \$75,000.00 for improvements to local schools. The purpose of this report is to recommend the appropriation of a portion of these funds for changes to Brock Annex School to accommodate a Daycare Facility.

A goal of the Riley Park Citizens' N.I.P. Planning Committee is to make public facilities in the neighbourhood more accessible for community use. Because of recent school enrollment decreases, the kindergarten room at Brock Annex will not be used as a classroom this fall. The Little Mountain Neighbourhood House Society is organizing a daycare in the local area. It is felt that the vacant space at Brock Annex would be an appropriate site for such a facility, provided that some alterations and renovations are undertaken in order to meet Community Care Licensing requirements and to isolate the room from the rest of the school. The capital costs for these changes have been estimated to be \$5,000.00.

The proposed changes are itemized in Appendix A, attached, as agreed upon by the Little Mountain Neighbourhood House Society, Ministry of Human Resources and the Vancouver School Board.

The Ministry of Human resources has agreed to cover all staffing and operating costs for the daycare facility as well as \$3,000.00 in capital funds for physical improvements (as noted in attached Appendix B). This leaves a balance of \$2,000.00 in capital funds which is proposed to be covered by Riley Park N.I.P.

The Riley Park Citizens' N.I.P. Planning Committee strongly supports the proposed expenditure of up to \$2,000.00 in N.I.P. funds because it will provide for a needed service to many single and working parents in the community while at the same time using existing public space that would otherwise not be used.

CMHC and the Province of B.C. have been advised and concur with the proposed project and funding.

The Director of Planning recommends:

THAT Council approve an expenditure of up to \$2,000.00 to be appropriated from the Riley Park N.I.P. Social and Recreational Budget Account 898/9413 for additions and renovations at Brock Annex School, costs to be shared as follows:

C.M.H.C.	(50% of total)	\$ 1,000.00
Province of B.C.	(25% of total)	\$ 500.00
City of Vancouver	(25% of total)	\$ 500.00"

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

Manager's Report, October 12, 1979 . . . . (BUILDING: A-4 - 7)

6. 6850 Carnarvon Street - D.P.A. No. 85224

The Director of Planning reports as follows:

"Development Permit Application #85224 has been filed by Mr. R. F. Begg to construct a stable on this site. Mr. Begg also submitted a letter requesting permission to keep four (4) horses on this site which is located in an RA-1 District.

Section 10.18.2 of the Zoning and Development By-law states that the keeping or housing of horses is subject to the approval of City Council.

The Director of Planning approved Development Permit Application #85224 on October 3, 1979, thereby permitting:

"the construction of a 22'6" x 50'0" stable, ancillary to the existing one family dwelling on this corner site, and the keeping of a maximum of four (4) horses on this site, subject to conditions, one being:

1. Prior to the issuance of the Development Permit,

(a) this application is to be referred to Council for approval for the keeping of a maximum of four horses on this site."

The Director of Planning recommends that City Council approve the keeping of a maximum of four horses on this site."

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

FOR COUNCIL ACTION SEE PAGE(S) 215, 216

A-7

MANAGER'S REPORT, October 12, 1979 . . . . . (FINANCE: A7-1)

## FINANCE MATTERS

### RECOMMENDATION

#### 1. School Board - Community Schools Program

The Director of Finance reports as follows:

"The Chairman of the Board of School Trustees - School District #39 - has submitted the following letter on September 6, 1979 requesting consideration of a grant structure for funding programs administered by the Board in the Vancouver Community Schools:

'Since 1973, with encouragement from the then Minister of Education, the Board established its first community school, and now has six such schools in operation. Citizens in the communities served by these schools have indicated that they fulfill an important educational need.

Recently it has been brought to our attention that some aspects of the Board's funding of these programs may not be legal since they may contravene the Public Schools Act. Therefore, I am writing on behalf of the Board to request your urgent consideration of a grant structure for funding participation in the support of programs administered by the Board in the Vancouver community schools. The trustees have agreed that if the Board does not receive such funds, it will cease support for that part of the program that is illegal.

We look forward to your early consideration of this important matter.'

#### North Vancouver Court Case

Subsequent to the above letter, the judgment in the Court case in North Vancouver, that had caused the concern, was handed down and was found basically in favour of the North Vancouver School Board.

#### Estimated Costs of Program

The 1978 cost to the Vancouver School Board for the operation of the community use of schools was \$362,279.

#### Recommendations

Since the recent Court decision appears to relieve the School Boards of some of their concerns, and since the programs were commenced by and are generally accepted and financed throughout the school system, then the Director of Finance recommends that:

- A. THE letter from the Chairman of the Vancouver School Board be RECEIVED,
- B. the Vancouver School Board be advised that it is Council's opinion that they should review the Court findings to see if further action is needed by the Minister of Education to amend the Public Schools Act to avoid this problem in the future,
- C. the Vancouver School Board be advised that in any case the City is not prepared to entertain a grant structure for this purpose as it fulfills an important educational need."

The City Manager RECOMMENDS that the foregoing recommendations of the Director of Finance be approved.

MANAGER'S REPORT, October 12, 1979 . . . . . (FINANCE: A7-2)

## 2. Printing Branch Replacement Equipment

The Director of Finance reports as follows:

"The City operates a Printing Branch under the direction of the Director of Finance. The Branch is self-sustaining in that all costs are recoverable through charges against various City Departments and Boards for work performed. A portion of the revenue is set aside annually for replacement of equipment.

Three items of printing equipment are due to be replaced, because they have served their useful life, and are no longer reliable or economical to maintain, i.e. -

<u>Item No.</u>	<u>Equipment</u>	<u>Estimated Replacement Cost</u>
1.	Cerlox Punch & Binder	\$ 3,000
2.	Tilting Jogger	\$ 600
3.	Offset Press	<u>\$13,000</u>
	Total -	<u>16,600</u>

Funding for the replacement of this equipment currently exists in the Printing Branch Equipment Replacement Fund.

I therefore recommend replacing this equipment at an estimated cost of \$16,600."

The City Manager RECOMMENDS that the recommendation of the Director of Finance be approved.

FOR COUNCIL ACTION SEE PAGE(S) 216

MANAGER'S REPORT, October 12, 1979 . . . . . (PERSONNEL: A8-1)

PERSONNEL MATTERS

RECOMMENDATION

1. Day Off in Lieu of Remembrance Day

The Director of Personnel Services reports as follows:

"The City's various Collective Agreements specify that when a public holiday calls on a Saturday or Sunday, and when the Federal and Provincial governments have made no proclamation that the holiday be observed on any other day, then the City has the option of designating either the Friday immediately preceding or the Monday immediately following as the day to observe the holiday.

There is a further option of designating the Friday as the day off for some employees and the Monday as the day off for the remainder, but this has not yet been exercised.

In 1979 Remembrance Day, November 11th falls on a Sunday. On request the Provincial Secretary's Office advises that no other day will be proclaimed but that Monday, November 12th has been designated for observance by Provincial employees. It is unlikely that the Federal government will make a proclamation on this matter.

A survey of the Lower Mainland municipalities shows that there is agreement to designate November 12, 1979 as the day to observe this holiday.

I therefore recommend that:

- A. In 1979 Monday, November 12th be designated as the day on which Remembrance Day is observed.
- B. The Park, Police and Library Boards be advised of Council's decision in this matter."

The City Manager RECOMMENDS that the foregoing recommendations of the Director of Personnel Services be approved.

FOR COUNCIL ACTION SEE PAGE(S) 217

MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (PROPERTIES: A9 - 1)

PROPERTY MATTERS

RECOMMENDATIONS

1. Rent Review - a portion of the Engineers  
Victoria Drive Works Yard

The Supervisor of Properties reports as follows:

"On February 15, 1977 City Council approved the recommendation of the Supervisor of Properties to sublease a portion of the Victoria Drive Works Yard, formerly part of Sterling Shipyards to the adjacent owner, B.C. Ice and Storage Company from January 31, 1977 to January 30, 1987. The lease has an annual rental review clause.

The lessees have agreed to a rental increase from \$300.00 per year gross, to \$560.00 per year gross in advance, for the period February 1, 1979 to January 31, 1980. The leased area is 104.1 M<sup>2</sup> (1120 sq.ft.) and the new rental is considered to represent general increases in the area.

The Supervisor of Properties recommends that the aforementioned portion of Victoria Drive Works Yard be rented to B.C. Ice & Storage Company at a rental of \$560.00 per year gross, in advance for the period February 1, 1979 to January 31, 1980."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

2. Rental Review -  
City Property abutting 43 East 1st Avenue

The Supervisor of Properties reports as follows:

"This property legally described as Lot 4, Block E, D.L. 200A and Lot 2, D.L. 2037 and portion of Parcel A, D.L. 2037 has been leased to various industrial tenants since 1953 and is presently leased until November 30, 1995.

It comprises approximately 1.319 hectares (3.26 acres) of filled water lot in front of privately owned land at 43 East 1st Avenue and is within an area of substantial industrial development on City lands on the South side of the East End of False Creek.

The original lease terms provide for a rental based upon 6% of the estimated market value of the land. The present rent is \$44,000 per annum plus taxes.

Following a rental review and subsequent negotiations, W3 Holdings Ltd. have agreed to an increase in rental to \$52,486.50 per annum plus all taxes as if levied (approximately \$19,000 in 1979).

Recommended that effective December 1st, 1979, the rental be increased to \$52,486.50 per annum, plus all taxes as if levied payable in monthly installments all other agreed terms and conditions of the lease to remain the same. "

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (PROPERTIES: A9 - 2)

3. Lease - S/E Corner of 13th Avenue  
and Victoria Drive

The Supervisor of Properties reports as follows:

"B.C. Buildings Corporation rent the south east corner of 13th Avenue and Victoria Drive, Lots 9, 10, and 11, Block 168, D.L. 264A, for use as a Daycare Centre, on a month-to-month-basis, at a nominal rental of \$1.00 per annum. Application has now been received from B. C. Buildings Corporation for a lease of the above premises for a period of one year, and thereafter, on a year-to-year basis.

The Supervisor of Properties recommends that Lots 9, 10, and 11, Block 168, D.L. 264A, be leased at a nominal rental of \$1.00 per annum to the B.C. Buildings Corporation for a period of one year, commencing 1979, and thereafter, on a year-to-year basis, subject to six months notice of cancellation; the site to be used for the purpose of a Daycare Centre and the lease to be drawn to the satisfaction of the Director of Legal Services and the Supervisor of Properties."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

4. Alder Bay Housing Co-operative Land Lease in  
False Creek - Earthquake Insurance

The Director of Finance reports as follows:

"All ground leases in False Creek require the lessees to obtain earthquake insurance on their buildings. This requirement was for the purpose of ensuring that, if an earthquake occurs, there will be funds to rebuild and that, at the end of the lease there will be a building on the land.

However, insurance against earthquake is not common in Vancouver. Most property owners do not insure their properties against earthquakes because the cost of such insurance can increase premiums by 30% to 50% over normal insurance.

The Alder Bay Housing Co-operative has requested that the clause in their lease that requires earthquake insurance be modified to eliminate this requirement. This matter was brought to Council with respect to the False Creek Co-operative Housing Association in August of 1977 and Council at that time approved a recommendation that this requirement not be enforced for that group. Since then Council has approved a report of the Champlain Heights Project Manager excluding this provision from leases in Champlain Heights. It is possible to include the provision in the lease and merely not enforce it at the present time. This leaves open the ability to enforce it in the future if that seems wiser.

Council may not wish to deal with every request for non-enforcement. In that case, the authority to approve the non-enforcement could be delegated to the Director of Finance and the City Manager.

It is recommended

- a) That Council not enforce the earthquake insurance requirement in the False Creek ground lease with the Alder Bay Housing Co-operative,
- b) That Council delegate to the Director of Finance and the City Manager the authority to approve the non-enforcement of the clause in future instances."

The City Manager RECOMMENDS approval of the recommendation of the Director of Finance.

MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (PROPERTIES: A9 - 3)

5. Champlain Heights - Enclaves 4, 5, 6 and 7  
Bare Lot Strata Projects / Rental Payment Requirement

The Project Manager reports as follows:

"The draft ground lease between the City and United Properties for the above development was recently delivered to the builder to review prior to execution. As outlined in the concurrent report dated October 4, 1979, on Enclaves 2 and 21, United Properties have requested amendments regarding the filing of the bare lot strata plan as well as an amendment permitting conveying title on a single unit prior to substantial completion of all the units. In addition, in this specific instance, United Properties have also requested an amendment to the rental payment requirements. The purpose of this report is to review the matter with Council and request a change to our payment schedule.

Normal City terms for prepaid leases are basically a 5% deposit on acceptance by Council, 20% down on execution of the lease and the remaining amount paid in equal installments 6, 12 and 18 months from the date of lease together with interest on the outstanding balance.

A clause in the ground lease relating to subletting and assigning states that payment of all basic rent in full must be made prior to subletting or assigning of any units. What this means is that before the builder conveys the first unit, he must prepay the entire ground rent regardless of the 6, 12 and 18 month schedule. In this case, it would mean that the builder would have paid out approximately \$1,000,000.00 at the time of the first conveyance. Again, in this case, the total project development costs including the ground rent amount to approximately \$5.6M. Carrying a \$1M land payment from the time of the first conveyance creates a significant problem to the builder.

At the same time, staff are concerned that the City's position must be adequately protected. In order to resolve this problem, staff met with the builder and negotiated the following proposal:

- "a) the sum of two hundred sixty four thousand (\$264,000.00) dollars on the date of this lease by payment of the sum of two hundred eleven thousand two hundred (\$211,200.00) dollars and by application by the LESSOR of the sum of fifty-two thousand eight hundred (\$52,800.00) dollars held by it as a deposit in satisfaction of the balance of the said sum; (same as before)
- b) the sum of two hundred sixty four thousand (\$264,000.00) dollars together with interest as aforesaid, on the day occurring six (6) calendar months after the date of this lease; (same as before)
- c) the sum of two hundred sixty-four thousand (\$264,000.00) dollars together with interest as aforesaid, on the day occurring twelve (12) calendar months after the date of this lease; (same as before)
- d) the sum of two hundred sixty-four thousand (\$264,000.00) dollars together with interest as aforesaid, on the day occurring fifteen (15) calendar months after the date of this lease; (payment accelerated 3 months)

Notwithstanding the above noted schedule, each time an assignment is made United Properties will pay to the City an additional \$12,500 which sum will be subtracted from the outstanding balance at the time the assignment is made. Should the lessee make such additional payments, the basic rent due at the next subsequent payment date, as set out in the payment schedule above, will be reduced by the sum of the said payments made in the subject period. Interest will be calculated on the outstanding balances and will be payable at 13% per annum of the 6th, 12th and 15th month. (new condition requiring payment of \$12,500.00 on each conveyance.)

United Properties shall have the right to prepay the Basic Rent or any part thereof in advance of any of the aforementioned days." (same as before)



MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (PROPERTIES: A9 - 4)

Clause No. 5 cont'd:

The reasoning for these requests are the same as those outlined in the report on Enclave 2 and 21. Staff have agreed to recommend Council approve the amendments as well as the amendment regarding the payment schedule.

In view of the foregoing, the Project Manager recommends:

1. THAT Council approve the lease amendments as outlined in this report;
2. THAT the leases for enclaves 4, 5, 6 and 7 be amended to allow the company to file a bare land strata plan before the Basic Rent is paid with an appropriate amendment to the Model Strata Lot Lease to ensure the lessee's continued and unchanged liability for the rent as currently provided in the lease;
3. THAT Section 17.01 be amended so that the company will be permitted to assign the leases of the individual strata lots so long as the building on the bare land strata lot assigned is substantially completed and without the requirement that all buildings on all strata lots must then be substantially completed;
4. THAT the Director of Legal Services prepare the appropriate alterations to the lease documents. "

The City Manager RECOMMENDS that the above recommendations of the Project Manager be approved.

6. Champlain Heights - Enclaves 2 and 21  
Bare Lot Strata Projects / Conveyancing

The Project Manager reports as follows:

"During recent negotiations with United Properties and Fore Development regarding the City's ground leases, several points emerged which appeared to create particular difficulty in financing the projects.

These problems were in part due to the fact that the builders were developing 'bare lot strata projects', as opposed to the more traditional strata title townhouses. The essential difference between these two situations is that in the latter case buildings must be substantially complete before the strata plan can be registered, whereas with a bare lot strata plan, the property is simply surveyed and actual lots created. In most instances construction of the buildings would not have started at the time the plan is filed.

The benefit of a bare lot strata from the purchasers perspective is in that they obtain exclusive use of the outdoor areas (back yards etc.) which creates more of a single family ownership feeling than a 'condominium' feeling, where normally 'exclusive use' includes only the interior spaces.

Our ground lease states that all rent is due and payable on registration of the strata plan. The lease also states that no single unit can be conveyed until all the units are substantially completed.

These conditions create significant financing difficulties in that the builder is unable to register the plan and convey units until all are substantially complete. In a project involving 50 - 70 semi-detached or townhouse units, this is an unreasonable constraint.

The City was requested by the developers to amend our ground lease in the following manner:

MANAGER'S REPORT, OCTOBER 12, 1979 . . . . . (PROPERTIES: A9 - 5)

Clause No. 6 cont'd:

- "1. That the Company may file a bare land strata plan before the Basic Rent is paid with an appropriate amendment to the Model Strata Lot Lease to ensure our client's continued and unchanged liability for the rent as currently provided in the Lease;
2. That Section 17.01 be amended so that the Company will be permitted to assign the leases of the individual strata lots so long as the building on the bare land strata lot assigned is substantially completed and without the requirement that all buildings on all strata lots must then be substantially completed."

Staff in Law and Finance have met with the Project Manager and discussed these changes and we are in agreement that the changes be made. It should be noted that these amendments will not alter the condition that at the time of conveying the first unit, all basic rent will be paid in full.

In view of the foregoing, the Project Manager recommends:

1. That leases for Enclaves 2 and 21 be amended to allow the companies to file a bare land strata plan before the Basic Rent is paid with an appropriate amendment to the Model Strata Lot Lease to ensure the lessee's continued and unchanged liability for the rent as currently provided in the Lease;
2. That Section 17.01 be amended so that the Company will be permitted to assign the leases of the individual strata lots so long as the building on the bare land strata lot assigned is substantially completed and without the requirement that all buildings on all strata lots must then be substantially completed.
3. That the Director of Legal Services prepare the appropriate alterations to the lease documents."

The City Manager RECOMMENDS that the above recommendations of the Project Manager be approved.

FOR COUNCIL ACTION SEE PAGE(S) 217

MANAGER'S REPORTDATE 1979 10 02

TO: Vancouver City Council

SUBJECT: Strata Title Conversion Application: 106-110 W. Broadway

CLASSIFICATION: RECOMMENDATION

The Director of Planning reports as follows:

"An application has been received from Mr. Joseph Iorio, of the J. & M. Canada Coin & Stamp Co. Ltd. and owner of 106 to 110 West Broadway (Lot 11, Block 25, D.L. 302), to convert this existing two-storey commercial building to strata title ownership"

SITE DESCRIPTION

The site is zoned C-3A Commercial District and is developed with a two-storey commercial building which covers all but the southerly (rear) 3.048 m (10 feet) of the site. The development of this site with a warehouse was approved under a building permit issued in May, 1948. In 1962 the approved use was extended to include wholesale use of the building. On April 30, 1974, Development Permit No. 66301 was issued to alter and use a portion of the main floor for accessory retail (J. & M. Canada Coin & Stamp Co. Ltd.) to the existing wholesale use (Iorio Coin & Stamp Supply Co.). The development was already deficient in parking, two off-street parking spaces being provided where fifteen were required. The proposed accessory retail use actually reduced the required amount of parking to nine spaces.

In 1975, Development Permit Application No. 69523 was submitted, requesting permission to alter and use a portion of the main floor for lithography (wholesale/retail existing) and alter and use the second floor for offices. These proposed uses would have a requirement for fifteen off-street parking spaces and four loading spaces (one loading bay being required for each use). This Development Permit Application was refused by the Director of Planning on April 4, 1975, as there was felt to be "insufficient peculiarity of site or development to warrant the relaxation of the required fifteen off-street parking spaces and four off-street loading spaces to two off-street parking spaces and one off-street loading space."

This decision was appealed to the Board of Variance which considered and approved the proposed uses, for a period of two years, expiring in April 1977. The uses were subsequently approved for a second two-year period in May, 1977, and a five-year period on April 18, 1979. This last appeal and subsequent development permit approved the following:

THEREBY PERMITTING the relaxation of the required fifteen (15) off-street parking spaces to nil and the four (4) required off-street loading spaces to one (1) space, to permit the use of the main floor of the existing building for retail, lithography and wholesale business and ancillary storage areas, and the use of the second floor for offices for a further limited period of five (5) years, expiring April 30, 1984.

The granting of this appeal was without prejudice to the filing of a further appeal. This wording by the Board of Variance indicates that the appellant may file another appeal prior to the expiration of the presently approved appeal.

The site has a frontage along West Broadway of 18.288 m (60 feet) and a depth of 38.006 m (124 feet) along Manitoba Street, for a total site area of 695.054 m<sup>2</sup> (7,450 square feet). See Appendix A for the location of the site.

APPLICANT'S SUBMISSION

The Applicant submitted the following information:

1. Letter of application dated May 1, 1979
2. Written statements from the tenants of the building supporting the proposed conversion.
  - (a) A.J. Hyman of B. & C. List Ltd., 202-2525 Manitoba Street (partly occupies the upper floor).
  - (b) Alpha Printing Ltd., 110 West Broadway - partly occupies the lower floor of the upper floor
  - (c) Joseph Iorio, applicant, of J. & M. Canada Coin & Stamp Co. Ltd.
3. Plans of the building
4. Building Inspection reports from "A" "A" "A" Building Inspections of Vancouver and Roto-Rooter Sewer Service (see the Attached Appendix B).

DIRECTOR OF PERMITS AND LICENSES

With regard to the condition of the building, the Director of Permits and Licenses reports that the plumbing installations are satisfactory, but some work must be carried out prior to final approval in order for the building to comply with the Building, Fire and Electrical By-laws.

See Appendix 'C' for the list of work which must be carried out.

DIRECTOR OF SOCIAL PLANNING

With regard to the occupancy of the building, the Director of Social Planning states that the Social Planning Department is only concerned with buildings containing residential units.

ANALYSIS

The Director of Planning can only note that Section 5 of the Strata Titles Act in part, states that:

- 5(2) In its decision...the approving authority
  - (a) shall not approve the conversion unless the buildings included in the strata plan substantially comply with the applicable by-laws of the municipality....

In the opinion of the Director of Planning the development located at 106-110 West Broadway is extremely deficient with respect to the required off-street parking and loading spaces. Fifteen off-street parking spaces and four off-street loading spaces are required - no parking and only one loading space is provided. As strata titling will likely extend the life of this non-conforming building (with respect to regulation) the Director of Planning cannot support this proposed strata title conversion. The decision to redevelop or maintain the property would, if the strata were approved, be dependent on the decision of two separate owners, not just one owner as is the present situation. Further, strata titling into two separate legal "strata lots" gives added permanency to at least two separate uses of this building when even the existing uses have been

approved only on a limited time basis of five years by the Board of Variance. The Director of Planning concludes that no permanent legal status should be given to a building or use which is approved only on a limited time basis.

RECOMMENDATIONS:

The Director of Planning, with the concurrence of the Director of Permits and Licenses and the Director of Social Planning, recommends that:

the Strata Title Conversion application for 106-110 West Broadway be not approved."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

FOR COUNCIL ACTION SEE PAGE(S) 218

## MANAGER'S REPORT

DATE 79 10 10

TO: Vancouver City Council

SUBJECT: Summary Report - Rezoning Application: 3496-  
3578 Kingsway

CLASSIFICATION: RECOMMENDATION

The Director of Planning, under date of 1979 10 10, has submitted a report on the above subject. In summary he states:

"An application has been submitted from Mr. T. Morton of Hale Architects Ltd. on behalf of Qualico Developments Ltd., requesting an amendment to Zoning and Development By-law, No. 3575, whereby the properties described as 3496, 3510 and 3578 Kingsway would be rezoned from C-2 Commercial District, RT-2 Two-Family Dwelling District and RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District for the stated purpose of:

'Constructing:

- a) 2-storey commercial building including racquetball facilities and underground parking;
- b) Apartments on top of and to the rear of these commercial buildings;
- c) Clusters of townhouses with access from 43rd Avenue.'

The site is located on the south side of Kingsway between Battison and Lincoln Streets and was specifically examined by the Kingsway Task Force. The general policies and site specific design guidelines recommended by the Kingsway Task Force were adopted by Council on October 17, 1978 and have formed the basis for assessment of the proposed rezoning and scheme of development.

The scheme of development responds well to the guidelines of the Kingsway Task Force. Various detailed matters have been noted during assessment of the proposal and have been transmitted to the applicant and architect for consideration. These matters can most appropriately be reviewed at the Development Permit stage should the rezoning be approved. The proposed rezoning and accompanying scheme have merit and should be given consideration at a Public Hearing.

#### RECOMMENDATION

The Director of Planning recommends that the following recommendation be received and the whole matter be referred directly to a Public Hearing:

That the rezoning be approved. "

The City Manager RECOMMENDS that the report of the Director of Planning be received and the whole matter be referred to a Public Hearing.

FOR COUNCIL ACTION SEE PAGE(S) 218

CITY PLANNING  
DEPARTMENT

DATE 79-10-10

TO: City Manager (for Council)

SUBJECT: Rezoning Application: 3496-3578 Kingsway (South side of Kingsway Between Battison and Lincoln Streets)

CLASSIFICATION: RECOMMENDATION

The Director of Planning reports as follows:

"An application has been submitted from Mr. T. Morton of Hale Architects Ltd. on behalf of Qualico Developments Ltd., requesting an amendment to Zoning and Development By-law, No. 3575, whereby the properties described as 3496, 3510, 3540 and 3578 Kingsway\* would be rezoned from C-2 Commercial District, RT-2 Two-Family Dwelling District and RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District for the stated purpose of:

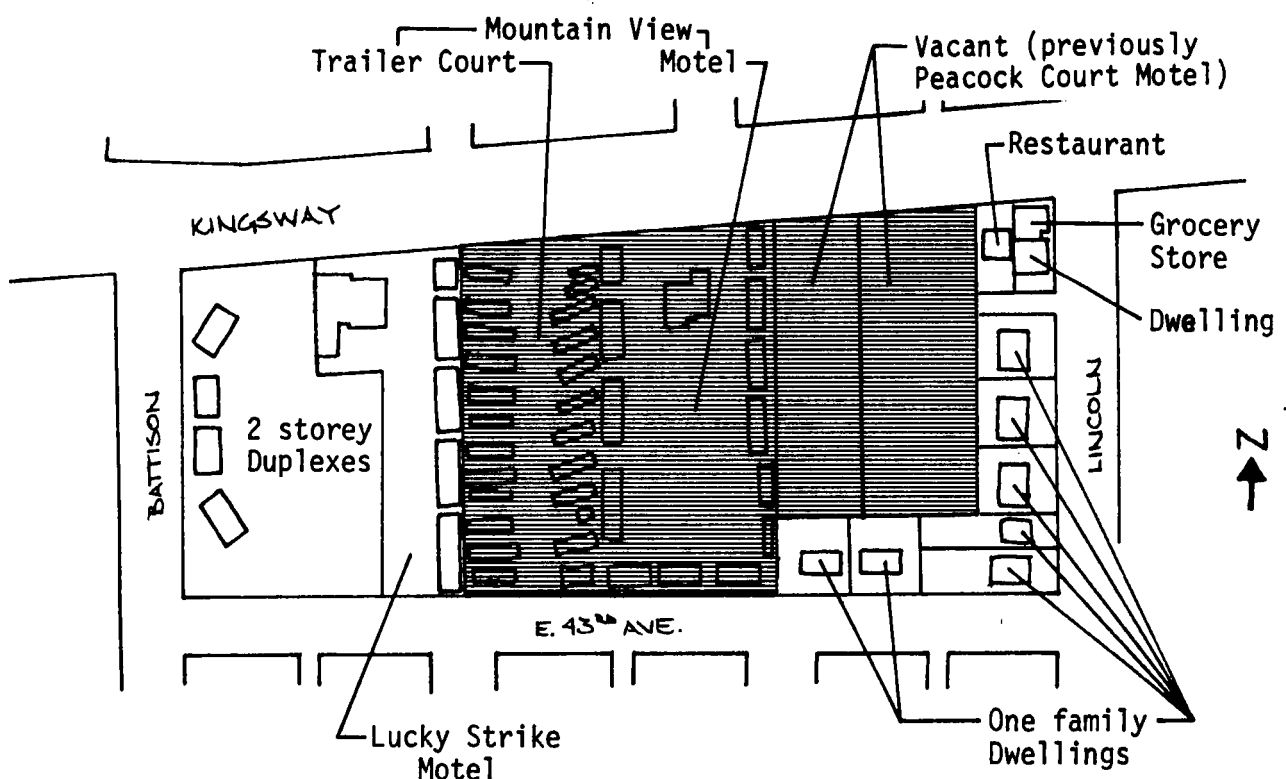
'Constructing:

- a) 2-storey commercial building including racquetball facilities and underground parking;
- b) Apartments on top of and to the rear of these commercial buildings;
- c) Clusters of townhouses with access from 43rd Avenue.'

\* (Legal description: Lots 1 and 2, (except portion of said lot north on Kingsway, see Reference Plan 2447), north part of Block 12, D.L.'s 36 and 49, Group (1), Plan 5366, N.W.D.; and that portion of Block 11, D.L.'s 36 and 49, lying north of a road as shown on amended Plan 954, Group (1), N.W.D.).

### 1. SITE DESCRIPTION & BACKGROUND

The site is located on the south side of Kingsway between Battison and Lincoln Streets and consists of three lots. The site and immediately adjacent lands are developed as follows:



SITE 

The site and existing zoning are outlined on the attached Appendix A plan. A general land use map has been attached as Appendix B. The site has a total area of 1.80 hectares (4.44 acres).

The Peacock Court Motel which began development in 1946 was recently demolished under Permit. Prior to demolition, the two-unit bungalows were being advertised for rental as duplex residential accommodation but remained largely vacant.

The Mountain View Motel developed incrementally since 1938. In 1956 the westerly portion of the site was cleared and paved for use as a trailer court. The site remains well used: the Mountain View Motel has unquestionably been used for other than short-term residential accommodation for several years; the Mountain View Trailer Court has evolved to accommodate short-term accommodation of recreational vehicles in addition to the more permanent 'mobile homes'.

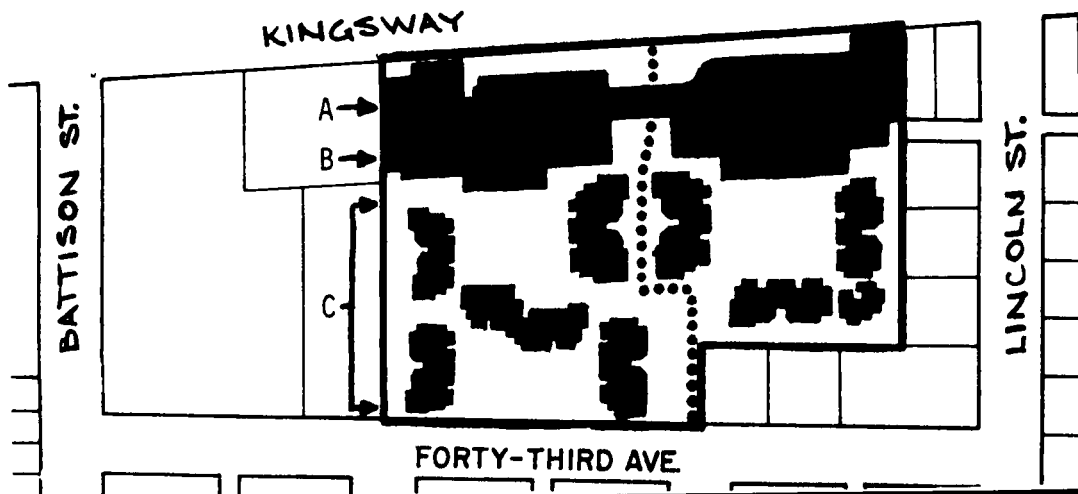
The site or portions thereof were the subject of two previous rezoning applications submitted in recent years. In March 1977 an application to rezone the most westerly lot (the Mountain View Motel and Trailer Park site) to CD-1 Comprehensive Development District for the purpose of constructing a mixed commercial and residential project was received. This rezoning application was one of four located within the eastern Kingsway area and Council at its meeting on November 8, 1977 agreed to place a hold on processing of these applications until such time as the Director of Planning and the City Engineer report back on various options for a study with respect to the effects of changes in land use, traffic, transit, etc. on the area along Kingsway from Boundary Road to Rupert Street. On January 10, 1978 Council approved the establishment of a Kingsway Task Force to determine development policies for Kingsway, and instructed the Director of Planning to continue to place a hold on the processing of the four rezoning applications on hold since October 20, 1977. The application for rezoning of the Mountain View Motel and Trailer Court site was withdrawn by the applicant on April 21, 1978.

On April 24, 1978, an application was submitted by Qualico Developments Ltd. requesting a rezoning of the same site as under the current rezoning application. In view of the recommendations of the Kingsway Task Force which were approved by Council at its meeting on October 17, 1978, this initial application by Qualico Developments Ltd. was withdrawn on November 21, 1978.

The current application on behalf of Qualico Developments Ltd. was submitted on June 6, 1979. The proposed development has largely been assessed against the specific development parameters and guidelines of the Kingsway Task Force study as approved by Council.

## 2. PROPOSED DEVELOPMENT

Following preliminary discussions with the architect and developer in April 1979 regarding a development concept for this site, the applicant has submitted drawings with his application stamped 'Received, City Planning Department, June 6, 1979'. These drawings illustrate a development consisting, in basic terms, of the following three components as illustrated in the diagram below:





- A) A commercial (retail and office) component located along the Kingsway frontage of the site with some surface and underground parking and incorporating a racquet court facility;
- B) fifty apartment units located above and on the south side of this commercial component with underground parking provided in conjunction with that of the commercial component; and,
- C) seventy townhouse units arranged in a cluster configuration on the bulk of the site to the south with associated off-street parking provided primarily underground.

### 3. CALCULATIONS

The site has a total area of 1.798 hectares (4.444 acres). This total may be broken down into two components: the Kingsway frontage which accommodates the commercial/apartment component, having a site area of 0.66 hectares (1.564 acres); and the remaining southerly portion which contains the townhouse component, having a site area of 1.165 hectares (2.880 acres).

The commercial/apartment component contains a proposed gross floor space of 11 806.289 m<sup>2</sup> (127,086 square feet). Relative to the Kingsway portion of the site this represents a floor space ratio of 1.865 (or 2.999 if calculated in accordance with the C-2 Commercial District Schedule which permits a maximum floor space ratio of 3.0, residential floor space being computed at two-and-a-half times actual figure). Building height along Kingsway is approximately 11.887 m (39 ft.). A total of 130 underground and 10 surface parking spaces are provided for the commercial floor area. A total of 50 underground off-street parking spaces are provided for the apartment units, being one space per unit. Two off-street loading spaces are provided.

The townhouse component maintains a floor space ratio of 0.625 (the maximum allowable FSR on adjacent RS-1 lands being 0.6). Mean height on the highest building measures approximately 9.753 m (32 ft.), adjacent RS-1 lands permitting a maximum height of 10.668 m (35 ft.). Off-street parking for residents is provided underground at one-and-a-half spaces per dwelling unit. Thirteen additional off-street parking spaces are provided at grade for visitors.

### 4. URBAN DESIGN PANEL

The Urban Design Panel reviewed this application at its meeting of June 21, 1979 and commented as follows:

The Panel was concerned about the relationship of the townhouses to the residential units at the rear of the commercial building. These two aspects seem to be disparate in form. Proximity appears to be one of the aspects to be considered in resolving this relationship. There was further concern at the possible conflict between pedestrian and car movement at the Kingsway side where these two components converge in front of the courtyard.

The Panel would support the proposal if the above concerns were adequately resolved through a revised design.

### 5. URBAN DESIGN GROUP

Following comment by the Urban Design Panel on the proposed development, Urban Design staff within the Planning Department reviewed the proposed form of development and recommended various alterations

to alleviate the concerns expressed by the Urban Design Panel. These recommended revisions have been forwarded to the applicant and the developer and can most appropriately be dealt with at the Development Permit stage should the rezoning be approved.

6. CITY ENGINEER

The City Engineer responded to the proposed development under memorandum dated June 21, 1979, indicating that the rezoning proposal was generally acceptable to the Engineering Department. The applicant was advised of various engineering design problems including off-street parking, off-street loading, garbage facilities and the location of vehicular access from West 43rd Avenue. These items must be resolved to the satisfaction of the City Engineer at the Development Permit stage, should the proposed rezoning be approved.

7. PUBLIC INFORMATION MEETING

About 20 local area residents attended a Public Information Meeting sponsored by the Planning Department on Thursday, July 26, 1979. The applicant and his architect responded to a variety of specific concerns related to details of the development (such as finished grade elevation, setbacks and peripheral site treatment). General concerns raised related to items such as resultant traffic percolation through the neighbourhood the future role of East 43rd Avenue, potential view impairment for residents living south of East 43rd Avenue, and property maintenance provisions with particular regard to tenure of occupants within the development proposed.

8. ANALYSIS

The following policies, related most specifically to rezoning and redevelopment of lands adjacent to Kingsway, were adopted on October 17, 1978 when the recommendations of the Kingsway Task Force were approved by Council:

- a) The maximum scale of commercial development along Kingsway should not exceed the requirements set out in the C-2 Commercial District Schedule;
- b) Rezoning applications should be considered under the Comprehensive Development District Schedule to ensure good design and compatible uses;
- c) Low to medium density residential development should be considered in Kingsway East with consideration given to:
  - i) All residential development must conform to the 'Normally Acceptable' category for HUD noise criteria (60 decibels);
  - ii) Housing redevelopment should not encroach or reduce residential amenities in the existing adjacent single-family community;
  - iii) Family-oriented accommodation should be encouraged with at least one-third of the total units in each project (considered suitable for families) to have three or more bedrooms;
  - iv) Primary vehicle access to residential developments should not be located on Kingsway.

Specific design guidelines for the site of the proposed rezoning were also adopted by Council when dealing with the Kingsway Task Force report. These site guidelines are attached as Appendix C.

Staff review of the proposed development indicates that the above-

MANAGER'S REPORTDATE September 26th, 1979

TO: VANCOUVER CITY COUNCIL

SUBJECT: Grant Request - Lower Mainland Parent And Child Therapy Society (PACT)

CLASSIFICATION: CONSIDERATION

On September 11th, 1979, City Council recommended as follows:

"THAT the application of the Lower Mainland Parent and Child Therapy Society for civic funding towards renovation costs of 233 West 15th Avenue be referred back to the Director of Social Planning and appropriate staff for a new report covering the Society's total requests for City funding."

In accordance with the above resolution, the Directors of Social Planning, Health and Permits and Licenses report as follows:

The Lower Mainland Parent and Child Therapy Society (PACT) has requested a civic grant of \$36,000 to cover a portion of PACT's expenses in renovating their premises at 233 West 15th Avenue, Vancouver, to meet civic building and Community Care Licensing requirements, and to cover the costs of furnishings and play equipment.

BACKGROUND

PACT is a registered non-profit society concerned with providing treatment services to physically abused children and their parents. The Society has leased the house on West 15th for its coordinated treatment program, for the period of three years. After professional assessment by the VGH Child Abuse Team, an individual treatment program will be developed for each child and family. Eight children will reside at the Centre and 10 more children plus parents will attend on a daily basis.

The annual operating budget for the project is approximately \$212,000. National Health and Welfare Demonstration Grants is providing \$200,000 a year to cover staff salaries and program costs and the Vancouver Foundation is covering the rental cost of \$12,000 a year.

Renovation Costs

The total renovation costs are now estimated at \$86,172, according to the contractors bid. (see Appendix I). The Variety Club has contributed \$40,000, which PACT originally intended to use to cover both renovations and furnishings. However, because the renovations required under Civic Building and Community Care Facilities Licensing are more extensive and expensive than first estimated, the entire \$40,000 will now go towards renovations. The Variety Club has promised a further \$20,000 grant, conditional on Council's approval of PACT's civic grant request of \$36,000 within 30 days after September 21st, 1979.

Of the \$36,000 civic grant requested, PACT will use \$20,000 toward renovations. The Society will raise funds to cover remaining renovation costs (approximately \$6,000) through a fund raising project scheduled for November 1979.

Total Renovation Costs:	Variety Club	\$60,000
	City	20,000
	PACT	<u>6,000</u>
		\$86,000
		=====

Interior Furnishing Costs

According to estimates by Eaton's Contract Sales Department, the furniture and play equipment will cost approximately \$16,000. (See Appendix II). If approved, the remaining \$16,000 of the civic grant (\$36,000 - \$20,000) will be used to cover these costs. If this portion of the grant is approved, the Committee may wish to protect the City's investment by stipulating that, if PACT ceases to exist within the next ten years, the furnishings revert to the City.

Continued . . . .

- 2 -

The Director of Permits and Licenses notes that regarding the contractor's estimate of renovations, one item - the inter-connection of the fire alarm system to the fire department - is not required under that Department's regulations. No cost breakdown is available on this item.

The Director of Community Care Facilities Licensing notes that, with regard to the kitchen cupboards, CCFL requires only that they be painted, not that they be replaced. The contractor's estimate for the replacement of kitchen cupboards is \$1,500.

Subsequent to PACT meeting the remaining requirements of CCFL, the Director of CCFL anticipates no problem in the granting of an interim permit to PACT.

#### Further Considerations

At the initial submission of this grant request to the Community Services Committee on August 24th, 1979, the question of the ownership of the property at 233 West 15th Avenue was raised.

According to a statement by Mr. Kenneth Mahon, auditor for the Frankenburg Foundation: "The beneficial owner of the house is the Frankenburg Foundation, which is a charitable foundation incorporated under the Societies Act of B.C. and is in the process of being approved by the Federal Department of National Revenue under Section 149 of the Income Tax Act. The purpose of the Foundation is to provide grants and donations to such charities as the Directors of the Foundation determine."

At present, The Frankenburg Foundation has no registered interest in the above property. Dennis and Naomi Frankenburg are the registered owners of the property, which is held free and clear. The lease, for the term of three years, is between Dennis and Naomi Frankenburg and PACT. However, in a letter dated September 25th, 1979 (see Appendix III), Mr. and Mrs. Frankenburg have stated that as soon as the Foundation is approved by the Federal Taxation Department, both the ownership of the house and the lease will be transferred to the Frankenburg Foundation.

The Director of Social Planning recommends that:

- A. up to \$16,000 be approved for interior furnishings, subject to review by the Director of Social Planning, to revert to the City if PACT ceases to function within ten years.
- B. the capital grant request for \$20,000 for renovations be approved, conditional upon the transfer of the ownership of the property and the lease to the Frankenburg Foundation. "

The Comptroller of Budgets advises that if the above grants to PACT are approved, the source of funds will be the 1979 Supplementary Capital Budget.

The City Manager submits the foregoing report of the Directors of Social Planning, Health and Permits and Licenses for CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 218

E

MANAGER'S REPORT

TO: Vancouver City Council

SUBJECT: Columbia-Cordova Parking Garage

CLASSIFICATION: RECOMMENDATION AND INFORMATION

The City Engineer and the Director of Civic Buildings report as follows:

"City Council, on Tuesday, June 19, 1979, approved recommendations "B" to "H" contained in the City Manager's report dated June 15, 1979, with regard to the above project. Council did not approve the inclusion of public wash-rooms in the Garage.

The following tenders were received for construction of the garage and offices at a fixed price:

Bird Construction Co. Ltd.	\$2,297,500
Smith Bros. and Wilson Ltd.	\$2,387,000
Dillingham Corporation Canada Ltd.	\$2,424,000
Grimwood Construction Co. Ltd.	\$2,444,000
Vancouver Construction, Division of Van Vleet Construction Co. Ltd.	\$2,521,922
PCL Construction Ltd.	\$2,561,600
Dawson and Hall Ltd.	\$2,592,180
Cana Construction Co. Ltd.	\$2,613,000
Northern Construction Co. Ltd.	\$2,707,000

All tenders were accompanied by Bid Bonds in the amount of 5% of the price tendered. The tenders were examined and found to be in order. The low bid is that of Bird Construction Co. Ltd.

Bird Construction Co. Ltd. satisfactorily completed a building contract for the City previously, and is considered well qualified to perform the work. The company also offers the shortest completion time.

Based on the low tender and revised estimates of all incidental costs, the total cost of completing the Garage and Office is now estimated to be \$2,533,600, as tabulated below. This total is \$197,000 less than the cost estimate that was submitted to Council on June 15, 1979.

COST ESTIMATES

Buildings contract	\$2,297,000
Architects and Consultants Fees	171,000
Quantity Surveyors Fees	10,600
Soils and Materials Testing	12,000
Street trees, sidewalks, crossing and curbswork (to City's standards)	15,000
Utilities connection charges	5,000
Permits, surveys and sundry expenses	18,000
Contingencies	5,000
TOTAL ESTIMATED COST	<u>\$2,533,600</u>

The Director of Finance advises that the reduced estimated cost of the Columbia-Cordova Parking Garage will result in a reduced requirement for the repayable advance from the Property Endowment Fund that was approved by Council on June 19, 1979 as the shortfall part of the financing formula for the two parking garages, Columbia-Cordova and Block 34. The foregoing arises through a reduced need for Parking Sites Reserve funds for Columbia-Cordova which then becomes available for Block 34 Garage with the corresponding reduced need for the advance from the Property Endowment Fund.

#### PUBLIC WASHROOMS

The following information relates to Council's decision of June 18th, 1979 not to approve the provision of public washrooms in the Columbia-Cordova Garage. The information inadvertently was not brought to Council's attention at the time. It is submitted now for Council's information.

The Gastown Historic Area Planning Committee, upon reviewing the preliminary plans of the garage, had recorded in the minutes of its meeting of March 7, 1979, the following statement:

#### (c) Provision of public washrooms

The design of this parking structure incorporates two public washrooms which would be supervised by the parking garage attendant. The Committee noted the need for such facilities in Gastown and strongly recommended that these washrooms be retained in this design.

The statement referred to two small public washrooms that were shown on the plans at Council's request, but were an optional feature subject to Council's approval. Subsequent to Council's decision not to proceed with the two washrooms, for which the initial cost was estimated to be \$8,400 and the annual cost approximately \$3,000, the Gastown Committee submitted a letter to the Chairman of the Development Permit Board expressing disappointment with the decision, and its belief that Council was not given adequate information regarding the Committee's position on the matter. The letter is appended hereto.

Council is reminded that the City Engineer opposed the provision of public washrooms in the garage, on grounds that existing facilities are available within two City blocks of this site. The Director of Civic Buildings supported the provision of public facilities within the garage.

It is recommended that Council:

- A. Accept the tender of Bird Construction Co. Ltd.
- B. Authorize the Director of Legal Services to enter into a contract with Bird Construction for the amount of \$2,297,000.
- C. Appropriate the funds required to complete the project, totalling \$2,533,600, as set forth in this Report.
- D. Reduce the repayable advance from the Property Endowment Fund from \$641,964 to \$444,964 to reflect the cost reduction with the funding for the two parking garages being adjusted in accordance with the comments of the Director of Finance as stated in this Report.
- E. Authorize the City Treasurer to return the Bid Bonds of the unsuccessful bidders."

The City Manager RECOMMENDS that the recommendations of the City Engineer and the Director of Civic Buildings be approved.

## MANAGER'S REPORT

F 00253

DATE October 11, 1979

TO: Vancouver City Council

SUBJECT: Transit Cost-Sharing and Organization Proposals

CLASSIFICATION: RECOMMENDATION

The Director of Finance and the City Engineer report as follows:

"The GVRD Negotiating Sub-Committee, formed to negotiate with the Province on transit matters, reported to the GVRD Board on October 2, 1979. They felt that their proposals, if accepted, would enable the operation of transit in the Lower Mainland to be passed over to the local area on March 31, 1980, a year later than envisaged when the UTA Act was passed last year.

Council will recall that this delay occurred partly because the financing formula for cost-sharing of the transit deficit was unacceptable to the GVRD Board. The Negotiating Sub-Committee have proposals for change in three areas.

- 1) the cost-sharing formula
- 2) the method of financing the local share of the deficit
- 3) the organization of transit administration.

The purpose of this report is to explain these changes to Council and explore some reservations about the proposals which may lead to qualified acceptance of the Negotiating Sub-Committee proposals.

#### The Cost-Sharing Formula

The Urban Transit Authority Act of 1978 provided that the UTA and several local transit commissions would 'provide and maintain public transportation systems in the Province'. To accommodate this, the local municipalities in which the transit system operated were to become responsible for service levels and for a portion of the deficit. It was stated in the cost-sharing regulations of the Act that, for the Greater Vancouver metropolitan area, the revenues of the system should account for 35% of the annual operating costs. The remaining 65% would be paid in the following proportions:

	<u>Greater Vancouver</u>	<u>Province</u>
Year 1	25%	75%
2	25	75
3	30	70
4	35	65
5	40	60

The regulations did not deal with subsequent years.

Attachment A provides a definition of annual operating costs. In summary, it included all of the normal operating costs for a transit system, but excluded annual debt charges for the 'roadbeds and rights-of-way that are the responsibility of the authority, and the operating expenses of multi-purpose terminals'. These roadbeds, etc. have never been defined, but have been assumed to include a portion of an LRT system built within the GVRD.

There were also provisions for the eventuality that the revenues of the system exceeded or fell short of 35% of annual operating costs. These revenues or deficits are essentially 100% responsibility of the local area. This provision remains the same under the new proposals. The areas of difference are the sharing of the deficit and the definition of annual operating costs.

The revised proposal is that the 65% assumed deficit of the transit system would be shared as follows:

	<u>Greater Vancouver</u>	<u>Province</u>
Year 1	25%	75%
2	25	75
3	30	70
4	33-1/3	66-2/3
5	33-1/3	66-2/3

and the annual operating costs would now include any debt charges for roadbed and rights-of-way and multi-purpose terminals. That is, all costs of LRT would be paid for through the cost-sharing formula, whereas before, a portion, estimated to be between 1/2 and 3/4 of the total capital cost, would have been paid outright by the Province and only the remainder cost-shared. Thus, from the City's point of view, the new formula increases capital expenditures (eg. LRT), but decreases annual operating costs as a trade-off.

Staff have conducted a brief analysis of the impact of this changed formula. There are many assumptions involved in projecting costs and a small change in an assumed growth rate can affect the total cost share by 1 or 2 million dollars easily. Therefore, small differences between the payments under each formula are not seen to be significant (see Appendix 1). Therefore, if LRT is constructed in the GVRD, the two formulae seem about equal.

If LRT is not built, the new formula is obviously better. Also, by cost-sharing LRT costs, we will be in a better position to decide on its implementation. There are also benefits in tying down the cost-sharing of LRT at this time, rather than leaving for future negotiations.

Council may still have reservations about what sharing will be in effect in the second five years and may wish to tie this down now. However, there may also be some advantage in negotiating the second five years in 1984.

#### The Method of Financing the Local Share of Transit Deficit

The UTA Act allowed three sources of funds to the local area to finance the transit deficit. These were:

- 1) a .66¢ per litre (3¢ per gallon) gasoline tax
- 2) a power utility surcharge
- 3) the municipal property tax.

The first two revenue sources were seen as inadequate under the old cost-sharing formula and it was felt that the property tax would quickly be drawn upon to finance the operation of even a bus-only transit system.

This remains true under the new cost-sharing formula. The gas tax revenue would be tied under the above formulation to the number of gallons of gasoline sold and this is not expected to grow rapidly in the future. Further, the hydro surcharge is limited to an amount equal to the gasoline tax. Therefore, neither source would grow at the same rate as costs.

The Negotiating Sub-Committee attempted instead to set the gas tax at 3% of the dollar value of gas sales, which would therefore match inflation in the transportation industry much better than many other indices.

The GVRD Negotiating Sub-Committee have reported that:

'The Minister has agreed to the general proposition that a percentage on the sale of gasoline be charged as the municipally levied surtax in lieu of a number of cents per gallon or litre, but has advised that legal difficulties make the attainment in that form impossible.'

No satisfactory explanation has been provided of the legal difficulties seen by the Minister. In fact, the Director of Legal Services sees no reason why this should be so. Clarification on this point is being sought from the Minister.

If the gas tax remains at a set cents per gallon or rises with some indefinite rate of inflation set by the Province from year to year, the revenues from the gas tax and hydro surcharge are unlikely to fund the entire regional share of the transit deficit. With the gas tax set at 3% (or 4%) of gas sales revenue, there is much less likelihood of having to draw on the property tax, although that is still a possibility. The analysis conducted by City staff employs some more conservative assumptions about the future than the GVRD estimates, and is shown in Appendix 1, and the property tax is required to support transit in 1984.

Staff feel that the issue of an escalating gas tax revenue is critical for the success of the new cost-sharing formula, to the point where it is felt that unless the gas tax revenue is ensured at an adequate escalation rate, it is recommended that no sharing formula be approved.



The GVRD Transit Negotiating Sub-Committee has stated that the proposed cost-sharing provisions are as good, if not better, than any in North America. In a recent Road and Transportation Association of Canada Conference document, the Province of Quebec was recorded as paying 45-55% of operating deficit, while the Province of Ontario paid about 14% of the operating cost. The proposed formula has the Province paying 2/3 of the operating deficit and about 43% of the operating cost.

#### ORGANIZATION OF THE TRANSIT FUNCTION

The Provincial Urban Transit Authority Act and Regulations provide for various relationships and responsibilities between the different levels of government. During the recent negotiations, these inter-relationships were further clarified. Essentially, the organization, as presently understood, is summarized below:

##### Provincial Cabinet

The Cabinet retains control over the transit function by having final approval authority over the capital and operating budgets. This provides a degree of control consistent with the two-thirds Provincial contribution to the operating deficits.

##### Urban Transit Authority Board

The UTA Board is created by the Province and represents both the Provincial and local interests since all members are local politicians. Its basic responsibilities are to monitor and review transit service plans within each region and coordinate transit plans and services between regions. It also negotiates on behalf of the Province various agreements, undertakes the necessary audits to ensure that the agreements are carried out, and undertakes various technical studies of a general nature as required by the municipality.

##### Commission

The new proposal includes no provision for a Transit Commission for the Lower Mainland. The duties for a Commission as provided by the UTA Act would be shared to some extent between the GVRD and the UTA. Elimination of a Commission for the Lower Mainland appears to represent a positive step in that it eliminates confusion and duplication created by another group of decision-makers. It does, however, restrict the City's influence in transit and LRT matters as the City's vote in the GVRD is about 35% now and dropping.

##### Metropolitan Transit Operating Company (MTOC)

The MTOC has been established to take the place of B.C. Hydro as the operating company. Its responsibility will be to provide the transit service and ensure that there is performance according to the operating agreements. The Board of Managers for the MTOC will be selected jointly by the GVRD and the Urban Transit Authority and will consist of people experienced in management and transit. The function of the Board will be to provide managing direction for the operating company and to select the general manager.

##### Municipality

The Municipality, as defined under the UTA Act, will be the Greater Vancouver Regional District. As a result, the GVRD Board will establish policies and direction for transit services in the Lower Mainland. The major part of the GVRD's responsibilities will be to establish levels of service, operating plans, service expansions and cutbacks and fare policies.

##### Local Municipalities

The role of the local municipalities is not defined under the Act or any discussions to this point in time. They would, however, retain input to the decision-making process, based on their political representation on the GVRD.

### Finalization of Transit Responsibilities

If the GVRD Board decides to take on the transit function, the duties and responsibilities will be defined in the Letters Patent and the Transit Service Agreement. It is anticipated that these documents will be drafted and executed in the next few weeks along the cost-sharing and organizational framework noted above. Current schedules provide that B.C. Hydro will likely be responsible for transit operation until March 31st, 1980. At that time, the Metropolitan Transit Operating Company will assume responsibilities for operations and the GVRD will become responsible for transit along the lines established in the Transit Service Agreement and the Letters Patent.

Attachment B lists the various Municipal and Authority responsibilities under the Transit Service Agreement. As noted above, the Municipality (GVRD) retains the key role in establishing transit services for the Lower Mainland. The Urban Transit Authority, on the other hand, retains a coordinating and monitoring role.

Two other points are worth noting about the current arrangement for transit services.

1. Custom transit services for the handicapped are not included as a part of these agreements. Handicapped transit services are currently being re-examined and proposed policies must await approval by the Lieutenant-Governor in Council.
2. It was cautioned that dramatic changes should not be expected in the provision of transit services for the first couple of years. This is due to the number of matters which require attention in the operating company.

### Comments on the Organization

The Urban Transit Authority Act and subsequent negotiations create an organizational framework which establishes some very complicated inter-relationships. The arrangement is unique among transit properties in Northern America and provides a difficult format for managing the transit function. Changes in the organizational framework recently negotiated are noted below:

1. The Transit Commission has apparently been eliminated in the Lower Mainland, reducing complexity.
2. The Municipality (GVRD) will be given the responsibilities necessary to provide decision-making in the provision of transit services.
3. A labour negotiating committee with representation from the GVRD, Provincial Government and the Operating Company is created to oversee and to ratify all labour negotiations. This committee will be responsible for ensuring that labour costs, which represent the single most costly item, are kept at a fair and equitable level.
4. The GVRD retains some control over the operating company by helping to select the Board of Directors. Further work is needed in this area by creating an operating agreement which requires the company to measure and report on its performance under the terms of the agreement.

### Local Representation on the Transit Function

Although the role of the local municipalities has not yet been defined, it is clear that the City of Vancouver is less represented than the current arrangement. In the past, the City has dealt with B.C. Hydro directly on such matters as routes, programs, additional services, bus stop locations and many other transit issues, with Council approval required on these matters. Although the City was not able to accomplish all of its objectives related to transit, many worthwhile services such as the False Creek service, 49th Avenue crosstown, FreeBus, etc. were implemented. The new arrangements will require the City of Vancouver to negotiate with the GVRD. The City will then be represented in the final decision process to the extent of its representation on the Board. The City's current representation is 35%, but will be less in the future.

The need to have strong local representation in the transit planning and operating decision process is particularly important in Vancouver. Transit plays an important role in providing a balanced transportation system, as indicated by the following statistics:

1. 60% of the transit trips within the Lower Mainland transit service area occur entirely within the City of Vancouver. In addition, 85% of the transit trips either start or end (or both) within Vancouver.
2. Vancouver generates approximately 225 000 weekday transit trips, which account for .55 weekday transit trips per capita. This amounts to twice as many rides per capita as any other community in the Lower Mainland.
3. Over 45% of the Vancouver ridership do not hold valid driver's licenses, which is an indication of captive riders with limited alternate means of transportation.

The 35% or smaller vote in the GVRD does not seem to give the City a voice commensurate with the importance of transit outlined above. Council has previously recognized the role of transit in providing a balanced transportation system within Vancouver. Council has adopted several policy statements in the past which serve to encourage the maximum use of transit and divert travel from cars to transit. In addition to the significant role transit plays in Vancouver, the residents of the City will contribute a large proportion of the fare-box revenues and other taxes to fund the deficit. As a result, the City should ensure that it has good representation in order to ensure that its policies and programs are achieved.

In order to achieve good local involvement, several aspects should be incorporated into the decision-making process. These aspects are summarized below:

1. The decision process should allow time to provide the local Councils an opportunity to review and recommend actions to the GVRD Board on transit matters. This local review role should occur prior to consideration by the GVRD Board. Council should also retain approval on certain items which go to the GVRD Board. For example, approval of new routes or service extensions, transit stops, and transit priority measures involving traffic control, should remain at the local level. In addition, Council should retain an advisory role on service modifications, budgets, agreements, capital and operating plans and specific proposals involving fares, studies, etc.
2. A technical committee should be formed from the various staffs of the local municipalities to provide input into the GVRD decision-making process and this should be constituted formally as is the technical committee of planning. This technical committee could help ensure that various inputs from the local municipalities are coordinated. In addition, a central forum of technical representatives is needed to provide a technical and administrative review function and as a mechanism to formulate policy choices for the decision makers. The technical committee would report to the GVRD Board on all matters requiring major policy decisions, but its members would also be responsible to their local municipalities or cities through their normal staff positions.
3. In order to ensure that transit services are allocated in the Lower Mainland on a fair and equitable basis, a formula or agreed upon criteria is required to allocate transit services objectively. Without a formula or specific criteria for service additions and deletions, the allocation of service could become a very time-consuming process, leading ultimately to poor decisions. This could result in an ineffective system, providing poor service or unneeded service with large deficits. Objective criteria based on needs within the available resources must be used to evaluate and allocate new or existing transit services. Obviously, creation of such criteria will be a complex and controversial matter which the noted technical committee should address as soon as it is formed.

It is important to ensure that the retention of local powers, whether on an approval or advisory basis, and the formation of a technical committee should be incorporated into the Letters Patent. This will help to ensure local input and enable transit services to be allocated in a manner consistent with local policies and objectives.

RECOMMENDATIONS

The Director of Finance and the City Engineer recommend:

- A. That the proposed 1/3 Local - 2/3 Provincial cost-sharing formula be approved;
- B. That gas revenues be based on a gas tax which escalates in line with the cost of living or preferably at 3 percent of the total gas revenues;
- C. That local municipal councils retain existing approval rights on new routes, service extensions, transit stops and transit priority measures involving traffic control;
- D. That a technical committee be formed from the staffs of local municipalities to provide input into the GVRD decision-making process and that this be formally incorporated into the Letters Patent; and
- E. That criteria be derived to allocate transit services objectively by this technical committee for approval by the GVRD."

The City Manager RECOMMENDS that the recommendations of the Director of Finance and the City Engineer be approved.

FOR COUNCIL ACTION SEE PAGE(S) 219+220

REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON  
TRANSPORTATION

I

September 27, 1979

A meeting of the Standing Committee of Council on Transportation was held on Thursday, September 27, 1979, in the No. 1 Committee Room, third floor, City Hall, at approximately 3:30 p.m.

PRESENT: Alderman W. Kennedy, Chairman  
Alderman D. Bellamy  
Alderman H. Boyce  
Alderman H. Rankin

ABSENT: Alderman M. Harcourt

COMMITTEE CLERK: E. Bowie

RECOMMENDATION

1. Blenheim Street - Request for Stop Signs

Following a request from the Blenheim Street Residents' Association (previously circulated and on file in the City Clerk's Office) for a number of four-way stop signs to be installed along Blenheim Street to reduce vehicular speeds, surveys were undertaken by the Engineering Department and as a result, the Committee had for consideration a Manager's Report dated September 13, 1979 (on file in the City Clerk's Office), in which the City Engineer reports on the role of Blenheim Street in the street system, reviews the accident history from 1974 to 1979 (April), presents an analysis of speed studies undertaken and puts forth recommendations on the residents' requests.

Mr. Henderson of the Engineering Department, with the aid of a map of Blenheim Street, detailed for the Committee the various points put forward in the report.

Blenheim Street was previously classified as a primary arterial but as part of the Local Area Planning process in Kitsilano Conversion Areas, Council on July 26, 1977, after review, revised the classification of Blenheim Street to become a secondary arterial south of Broadway and a neighbourhood collector street north of Broadway.

Data collected from speed checks taken during the afternoon base period, afternoon rush hour and evening shows that speed violations are occurring.

Staff Sergeant K. McLarty of the Police Department was present and reported that during a three day period of speed monitoring, 36 traffic violations were issued; 34 for excess speed and 2 for stop signs. The average speed of vehicles compared with the data of the Engineering Department.

In their letter, the Blenheim Street Residents' Association had requested four-way stops specifically at 21st, 24th, 29th, 33rd, 37th and 43rd Avenues, and a marked crosswalk on Blenheim Street at 16th Avenue.

Clause 1 continued

The report states that while a stop sign is a very important traffic control device used to denote right-of-way and to minimize accidents at problem locations, overuse can cause a general deterioration of respect for this sign. Where stop signs have been installed in an attempt to control speeding, experience in Vancouver and elsewhere has shown that:

- a) 60-80% of motorists do not stop, and many barely slow down, thus breeding disrespect for stop signs in general;
- b) drivers quickly accelerate back to speed, so that average speeds a block away are not reduced; in fact, studies found that drivers actually travel slightly faster out of frustration;
- c) noise levels are increased due to braking and acceleration, and complaints may increase;
- d) traffic volumes are not reduced.

The report states that during a recent review for a pedestrian actuated signal at 16th and Blenheim, it was found that because of the few pedestrians and large gaps in traffic, a pedestrian signal at this location could not be supported, and since this intersection does not meet the criteria for a marked crosswalk, it was recommended that no further action be taken.

The report concludes with the following recommendations:

- 1) That no action be taken on the request of the Blenheim Street Residents' Association to install stop signs on Blenheim as a means of controlling speeding or on marking a crosswalk across 16th Avenue at Blenheim Street.
- 2) That the existing two-way stop signs stopping 33rd Avenue traffic at Blenheim be re-arranged to stop Blenheim traffic and provide a through routing on 33rd Avenue between MacKenzie and Dunbar.
- 3) That there be periodic speed enforcement by the Police Department along Blenheim.

Ms. Christina Nichol and Mr. Bob Lannan of the Blenheim Street Residents' Association were present and spoke to the Committee regarding their reasons for requesting the four-way stop signs on Blenheim.

Ms. Nichol refuted various statements in the Manager's Report before the Committee and in particular items (a) to (d), dealing with stop signs. She also spoke in opposition to the proposal to reverse the two-way stop signs at Blenheim and 33rd.

Mr. Lannan quoted from a newspaper article regarding a three-car accident at Blenheim and 33rd, caused by a speeding car. He also stated that he agreed it was unrealistic to expect police surveillance in this area on a continuous basis, and suggested that fines as well as points might have more effect in slowing traffic.

Report to Council  
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(I - 3)

Clause 1 continued

He commented on the list of intersections where stop signs had been requested, stating that while all of Blenheim has problems, these were the specific locations monitored.

The Committee, while agreeing that there were problems with excess speed in this location, and acknowledging the rightful concern of the residents, expressed concern that a proliferation of stop signs could divert traffic to other residential streets in the area, thereby causing additional problems in enforcement.

It was suggested that the Provincial Government be urged to reinstate fines in addition to the point system as a deterrent to speed violations.

Following further discussion, the Committee

RECOMMENDED

- A. THAT four-way stop signs be installed at the intersection of Blenheim Street and 33rd Avenue, and further that the Engineering Department monitor the effectiveness of this measure in controlling speeding and report back in six months.
- B. THAT, in addition to the present point system, Council urge the Provincial Government to reinstate fines for traffic speed violations.

\* \* \* \* \*

The meeting adjourned at approximately 4:30 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 220